

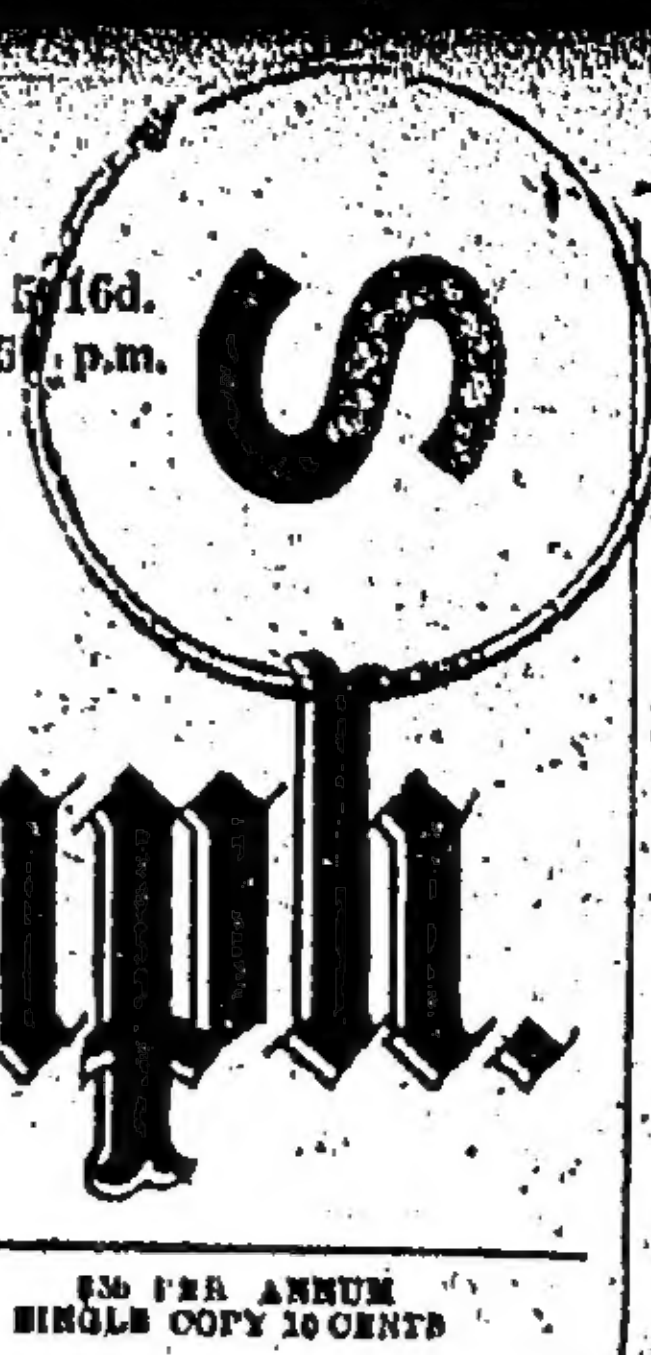


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SALVATION ARMY CRISIS.

GENERAL TO ANSWER ON MONDAY.

NOT PLEASED WITH NATURE OF RESOLUTION.

EVA'S RUSH FROM CITY.

London, Jan. 11. After the deputation from the High Council had visited General Booth's home at Southwold and had left without being received, it was announced that some confusion had arisen over the time of the meeting and that the celebrated leader of the Salvation Army would receive the deputation at 12.30 p.m.

General Booth was brought downstairs just before the party were to return, when there was a dramatic development, Commander Eva Booth, arriving unexpectedly by motor-car from London at noon.

Commander Eva Booth had not previously visited her brother since her arrival from America, and it is noteworthy that Eva Booth is mentioned as the Council's probable nominee for succession to the General. It is further stated that the challenge to General Booth's position came from his sister.

Scene in Bedroom.

Before the return of the deputation, General Booth returned to bed, by the doctors' orders. He had stayed up for only a very short time.

The seven members of the High Council deputed to convey the decision and wishes of the Council arrived at the appointed hour, and saw General Booth in bed. They advanced in single file, bending over the bed tendering greetings and wishes for the General's recovery, each clasping in turn their leader's hand.

The President of the Council, Commissioner Hay, then read the resolution asking the General to retire from office.

An hour later, four of the deputation, Commissioner Brendle, Commissioner Mitchell, Lieut. Commissioner Yammur and Colonel Mrs. Tronche departed, and though questioned by Pressmen refused information.

At a Bay Window.

Commander Eva Booth stood at a bay window on the ground floor and watched the arrival of the deputation.

Her dash from London was the result of a last-minute decision. She left herself no time for breakfast, taking sandwiches with her, and covered the 110 miles from London to Southwold by motor-car in just over three hours.

Reuter learned on high authority that she visited her brother in order to support the deputation and to attempt to persuade the General to accept the Council's recommendations.

A statement was later issued on behalf of General Booth by his nurse, Brigadier Smith, who said that the General received the deputation "calmly and, wonderfully, like the saint of God he is."

Answer on Monday.

The General listened carefully to the resolution and announced that he would give his answer on Monday.

Brigadier Smith added that General Booth heard the decision of the High Council last night from his wife.

He took it very calmly, only saying: "I wonder who is in this?"

When the deputation arrived he prayed with them for their families. He seemed quite undisturbed by their statement.

Brigadier Smith also stated that General Booth would completely recover from his serious illness.—Reuter.

Eva Leaves in Tears.

It is learned that Commander Eva Booth, who had not seen her brother since her arrival from America and motored to Southwold to-day, was in General Booth's house when the High Council's deputation arrived, but had not seen him by the time they came. She left the house shortly after the deputation with tears in her eyes.—Reuter.

The General's Letter.

London, Jan. 11. The text of General Booth's letter, referred to yesterday, says (Continued on Page 6.)

POLICE ARREST MADMAN.

THREATENS TO FIGHT THE WHOLE LOT.

THREATS IN STATION.

"I'm not afraid of the police and I'll fight the lot of you single-handed" was the utterance of a Chinese, when he was brought to the charge-room of the Central Police Station this morning.

The man showed signs of madness in Des Voeux Road Central this morning and his antics, in the middle of the road, caused a large crowd of curious Chinese to watch him. Several police officers were also attracted to the scene, and between them, with the greatest of difficulty, they took the man to the Police Station. Here the man burst in a lengthy explanation as to his sanity, mingling it with threats and promises, but nevertheless the ambulance was sent for so that he might be removed for observation.

The man absolutely refused to get into the ambulance, and it was not until he was well-trussed up, with his legs tied together and his hands bound up, and fastened to his back, that he was placed on a stretcher and eventually put on the ambulance. Even then, he was shouting and threatening until the closing of the ambulance door prevented his utterances from reaching the ears of a large crowd of police officers, who had gathered to witness the strange scene.

KESWICK MURDER SEQUEL.

DISPOSAL OF DEAD BRIDE'S PROPERTY.

SU PO-LAU'S CLAIM.

London, Jan. 11. The disposal of the belongings of the late Mrs. Wai Sheng Su, who was murdered by her husband in the Lake District in June while the couple were on their honeymoon, was the subject of brief proceedings in the Keswick Police Court this morning.

The property includes a large number of valuable dresses, and jewellery to the value of approximately £4,000.

After a statement by the applicant's solicitor, the Magistrate ordered the property to be delivered to the brother of the deceased lady in Hongkong; Mr. Su Po-lau, subject to the production of letters of administration.

An order was also made for the sale of any property of Dr. Chung-yi Miao, who paid the extreme penalty for his crime a few weeks ago.

It will be recalled that early last month, the body of Mrs. Miao was exhumed and sent, in a lead shell, to Liverpool for re-burial in Hongkong.—Reuter.

SHARP RISE IN RUBBER.

SHARES GO UP ON THE LONDON MARKET.

London, Jan. 11. A feature of the London markets to-day was a sharp rise in the price of rubber, which jumped from 9.1/16d. per pound to 10d. before reacting to 9 3/4d.

The arrivals of rubber since the abolition of restriction have been much lower than anticipated, and, at the same time, trade demands are increasing.

Rubber shares improved substantially in sympathy.—British Wireless.

MR. SUN FO'S SCHEME.

DEVELOPMENT OF WHAMPONG AS A PORT.

Nanking, Jan. 11. Mr. Sun Fo, head of the Railways Department, has proposed to the Administrative Council, the appropriation of \$500,000 for preliminary work in connection with the development of Whampoa as a port. It is not known whether his suggestion will be adopted.

KING'S CONDITION UNCHANGED.

NO PROGRESS IN LAST 48 HOURS.

OPTIMISM OF PAST FEW DAYS PREMATURE.

ANXIETY STILL FELT.

London, Jan. 11. It is now stated that while the doctors are quite satisfied with the slow progress the King is making, statements that had been made in the past week that there has been a decided turn in the course of the illness are premature. The King is a little better really than he was a week ago, though he has been holding on to any ground gained steadily.

This morning it was stated authoritatively that His Majesty had passed a fair night, and that his condition showed no change, and this evening, at 8.15 p.m., the following bulletin was issued from Buckingham Palace:

"The King has had a restless day. There is no change to report in His Majesty's condition. The next bulletin will be issued to-morrow evening." (Signed) Stanley Hewitt, Dawson of Penn.

The Bulletin is not unfavourable, though it cannot be regarded as fully satisfactory. It means that the King has made no progress, perceptible, in the course of the past forty-eight hours. At this stage of the illness, the fact is not regarded as important, though obviously a trifle better indication that His Majesty is on the upgrade might be wished for.

No Dissatisfaction.

It is pointed out in Palace circles that although the King's condition for the time being is stationary, there is no cause for dissatisfaction.

Such a stationary period, which started on Sunday last, and went on for seventy-two hours was followed by a good bulletin which mentioned a slight increase in His Majesty's strength.

It is to be hoped that the present stationary period will soon be followed by a similarly brighter bulletin.

Ups and Downs.

It is further emphasised in authoritative circles that during each week there must be certain ups and downs, and progress must consist of a predominance of ups over downs.

The King's advance or retrogression cannot be measured except by weeks.

The statements made on Thursday, for instance, that the King has taken a decided turn for the better are stated on the highest authority to be premature.

Great Difficulty.

It is stressed, indeed, that the doctors have still before them a period of great difficulty, and that the position is by no means entirely free from anxiety.

Two days stationary is not a good sign, though the better bulletin after three days spent in a similar condition, gives reason to hope that to-morrow's bulletin will prove much more satisfactory.—British Wireless.

CHINA'S REVENUES ESTIMATED.

MR. SOONG AND DISBANDMENT PROBLEMS.

Nanking, Jan. 11. A meeting of the Military Reorganisation and Disbandment Conference took place this afternoon, when Mr. T. V. Soong estimated the total revenues of the Country to be somewhere near \$423,000,000 per annum, of which the military expenditures in future should not exceed \$192,000,000. The meeting confined itself to discussions on the financial aspect of disbandment problems. The next meeting has been fixed for Tuesday next.

CONSTITUTIONAL REFORM.

HONGKONG CHANGES.

LEGISLATIVE COUNCIL TO BE BIGGER.

TWO NEW UNOFFICIALS

A measure of Constitutional Reform for the Colony of Hongkong has been granted, of which details are given in the current issue of the Government Gazette. The result is an increase in the number of both the Official and Unofficial Members of the Legislative Council. The Official Majority will remain.

The changes decided upon are revealed in "Additional Instructions passed under the Royal Sign Manual and Signet to the Governor and Commander-in-Chief of the Colony of Hongkong in regard to the constitution of the Executive Council and of the Legislative Council of that Colony." These take the form of a revocation of Clauses 2, 13, 14 and 15 of the Instructions issued on February 14th, 1917, and of the substitution of new Clauses in their stead.

So far as the Executive Council is concerned, there is no change in the number of members, but the Secretary for Chinese Affairs now becomes an ex-officio member instead of an Official nominated member.

To the Legislative Council there are added four new members, two Official and two Unofficial. The Official Members are to be, besides H. E. the Governor, the General Officer Commanding the Troops, the Colonial Secretary, the Attorney General, the Secretary for Chinese Affairs, and the Colonial Treasurer (all of whom at present sit), as well as four others not specified in the new Instructions. This, however, only means the addition of two more Officials, as besides those already mentioned, there are two other Officials holding seats. Including H.E. the Governor, there will thus in future be ten Official members, instead of eight as at present.

The Unofficial Members of the Legislative Council are to be increased from six to eight. The present members retain their seats, whilst H. E. the Governor will appoint the two additional members.

LIBERAL LEADERS VOYAGE.

YACHTING TRIP IN THE MEDITERRANEAN.

London, Jan. 11. It is learned that Mr. Lloyd George, the Liberal leader, has decided to go for a yachting cruise in the Mediterranean. With his family, he will leave London on Sunday morning.

An attack of influenza which Mr. Lloyd George has had was severe, and he is anxious to be quite fit for the arduous election campaign that he intends to undertake as soon as he returns.

If the weather is sufficiently good, the yacht will go to the Dardanelles. Mr. Lloyd George is particularly anxious to visit the scene of what was one of the most heroic and one of the most tragic chapters in the annals of British history.—British Wireless.

A FAMINE LOAN.

GOVERNMENT TREASURY BONDS.

Nanking, Jan. 11.

In connexion with the famine and drought in Central China, it is learned authoritatively that the Finance Ministry intends to float a \$40,000,000 loan from Chinese bankers in the form of Government Treasury Bonds. The money will be relieved within ten years.

CHINESE MINISTER TO LONDON.

MR. ALFRED SZ'S APPOINTMENT APPROVED.

London, Jan. 11. The State Council at Buckingham Palace has approved of the appointment of Mr. Alfred Sz as Chinese Minister to London.—Reuter.

SERIOUS POSITION IN HANKOW.

JAPANESE CONSTRUCT BARRICADES.

SEARCHLIGHTS PLAYED ALL NIGHT ON CONCESSION.

BOYCOTT TIGHTENED.

Hankow, Jan. 11. It is feared that the easing of the tension between the Japanese and Chinese may merely be the lull before the bursting of another serious storm. At present, the situation is quiet enough, though the boycott and strike are intensified.

Every precaution is being taken against untoward incidents, and Japanese troops in Hankow are maintaining guard on all approaches to the Japanese concession, and it is significant that barricades and sandbag defences have been hurriedly erected.

All communication between the Japanese Concession and the remainder of Hankow is rigidly supervised by the Japanese military authorities.

Gunboat Searchlights.

To-night, the Japanese gunboats in the river, and two more have arrived, played their searchlights on the Concession and its surroundings. Another gunboat is reported to be on its way from Nanking.

A great mass meeting of Chinese was held during the afternoon and after long harangues to the crowd, it was decided to ask the Hankow military authorities to afford protection to Chinese citizens and the pickets on duty near the Japanese Concession.

Japanese Assurance.

Yesterday afternoon, a conference of the Kuomintang members, the labour unions and the military decided to continue the boycott of the Japanese.

With regard to the incident reported a night or two ago, in which a Chinese who was distributing anti-Japanese leaflets was attacked and hurt by Japanese marines, it is understood that the Japanese consular authorities have given an assurance that no repetition of the incident will occur.

A movement is now on foot to extend the boycott and strike against Japan throughout the country.

Nation-Wide Boycott?

Measures from Nanking indicate that the proposals have met with favour. The feeling generally appears to be very tense, and a nation-wide boycott is not beyond contemplation.

The Shensi Provincial Government, and the Civil Governor of Kansu (provinces under the control of Marshal Feng Yu-shiang) have already set in action an anti-Japanese boycott movement.

To-day the Kiangsu Provincial Government intimated to the Nanking Government, the undesirability of resuming negotiations of any kind with Japan until the withdrawal of all Japanese troops from Shanghai and until the Hankow trouble has been satisfactorily settled.

Naval wireless messages received in Hongkong state that boycott pickets are now in position around the Japanese Concession at Hankow. The pickets have visited men working for the Japanese and stopped them working. Coolies continue to load and unload ships from the piers outside the Concession but not outside.

The Japanese Admiral is due to arrive at Hankow to-day.

Effective Boycott.

Tension has generally decreased although the pickets continue their vigil and the boycott is being rigidly enforced. Efforts are now being made to call out the Chinese compradors employed by Japanese and to prevent Chinese pilots from navigating Japanese vessels. No violence is being offered to Japanese outside the Concession, but from an economic standpoint the boycott is very effective. Japanese business is paralysed.

Yesterday evening representatives of the Japanese authorities called on Hu Tsung-tao to protest against the presence of pickets around the Concession and requesting the co-operation of the Chinese authorities in their removal.—Reuter.

Bulls and Inners

From the Office Butts.

The only clear thing about the proposed visit of Hagen, is not the pedestrians.

It is now fur and warmer.

"John."—We are unable to use your bull owing to lack of space.

The latest news of the outrage at the K.B.G.C. is that one member objects to sitting in a draught.

The Bateman cartoon is yet to be drawn depicting the man who hooched at a St. George's Ball.

International anity.—A flight of Taipei mosquitoes escorted the Dutch warship into harbour on Wednesday morning.

If Egypt accepts the Ford scheme, it will either prove that the natives have no sense of humour or that the jokes are not translatable.

Appropos the fountain outside Lane Crawford's, Government servants' pen apparently produce water when pressure is brought to bear.

The mention of forged chops reminds us that our mutton too, is often of doubtful kidney. Even the volcanoes in South America are boiling over.

One thing about a good road-keeper; he usually has many saving graces.



She: "Have you ever met the only girl you could be happy with?"
He: "Yes, lots of times!"

"Mr. Jenkin's Outline" says a Telegraph poster. Is this a challenge to Sir Cumerfence de Tong?

Are you going to the Theatre to-night? Shaw thing!

The Wellington Street hawkers appear to have met their Waterloo.

Kowloon ladies are reducing in order to pass the ferry turnstiles.

A Stroke of genius.—Gall-Curel.

It is surprising Hongkong has not taken readily to aviation; it does not lack high-fliers.

The local newspaper reference to a beer-drinking cat omitted to mention that the animal evidently knows its pub-lick.

The only drawback to hay cooking boxes is that the breakfast eggs might hatch overnight.

The Hongkong Government broadcast programme for Thursday included:—"We're all bound to go." On leave, we suppose.

Another item was "The Long Day Closes." Naturally it's hard to keep awake for eight hours.

Things are calming down a bit. Russia is arranging an international chess tournament for this summer.

Household Hint.—One way of removing a coffee stain from the table-cloth is to keep the cruet permanently over the spot.

The Daily Press refers to William Heughan as one of the leading tenors of the day. Must have been suffering from a cold the last time we heard him.

"Angellina."—Possibly they call it Diplomat Pudding because it usually looks a bit of a mess.

A contemporary refers to Hongkong as the "Colony." Kowloon's influence seems to be spreading.

"The English lion will have his tail twisted," wrote an Australian commentator before the Test matches began. But it was only a kanga-rumour!

The D. P. golf expert fears that he once had a drink. That's the worst of being "dry."

"Pussyfoot" in Manila admitted he once had a drink. That's the worst of being "dry."

Enquirer:—When the ferry is going ahead the stern is in front and vice versa.

Our enlightened travellers. "Yes darling, the 'D Q 4' on a destroyer means that she can do four knots."

Tomatoes grow wild in some parts of the New Territory. In the town it's the shoppers who are gradually growing wild.

A human being uses 44 muscles in the act of speaking, says a medical journal. And sometimes not much else.

A local Aberdonian is seeking a rebate on his lodging bill because he doesn't use a mosquito-net during the winter months.

A young lady has got into trouble by taking the wrong turning, but it was only a traffic offence.

Some of these new duties will be terrific.

It's strange there aren't any women architects—so many of them are designing.

In accordance with our weekly custom of printing one alarming fact, the information is hereby disclosed that in Hongkong there is a lawn bowler who this spring is having an extension built to his silver cabinet.

By keeping an eye on Kowloon, the Tramway Company is evidently determined not to miss the bus.

Monday's incident, when a hydrant overflowed, reminds us that there is too much gushing and spouting in the Colony these days.

Shroffs are beginning to remind people that last month was 5 S D-cember.

MacWhirter says that lots of women besides widows have late husbands.

The height of precaution. The local Scotswoman who drew a cheque in favour of "self" and then crossed it!

Overheard on the Peak tram:—"Absolutely nothing for bachelors to do in Hongkong—think I'll buy a nag." Yes, get married.

Local Adv.:—"Wanted to sell, Brass Saxophone....no mouth-piece." We understand that this condition guarantees no back-chat.

Says a Harley Street doctor: "Liver and bacon....affords protection against coughs and colds." We understand that the hotel left-overs make the best pull-overs!

"English Reader."—It is translated thus:—"Maxwellton's mountains are beautiful, where early the breath of the earth condenses."

The Duke of Abruzzi has discovered the mysterious Nebel Seeber river in Africa. Here's hoping the song writers don't find out about that.

Taipei Urban Council is getting itself delinked. The other day it got a farmer's goat. Otherwise crime in the district is normal.

The boy stood on the burning deck, The captain blow the hooter, And who d'you think should come along But Grannie on her scooter!

Great words of little wives:—"My husband is like a rubber band. He snaps back."

"Electric Shroff," says a head-ling. More shocks coming!


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LATE CAPT. LLOYD KAY.

**LARGE ATTENDANCE AT THE
FUNERAL YESTERDAY.**

The funeral of Capt. G. A. Lloyd Kay, chief wharfinger of the Kowloon Godowns, who died at the French Hospital on Thursday, took place yesterday when, after a service at the chapel in the Protestant cemetery at Happy Valley, the remains were taken to the Japanese Crematorium, where they were cremated.

Those present at the chapel service included Mrs. Kay (widow), Mr. D. F. Warren, Mr. and Mrs. Ralph A. Cooper, chief mourners; Mr. F. H. Crapnell, Mr. C. M. Mannors, Mr. A. L. Burton, Mr. G. Castle, Mr. W. Carstairs, Mr. W. M. Groves, Mr. A. L. G. Eastman, Capt. R. D. Thomas, Mr. J. Macintosh, Mr. Wong Kam-fuk, commodore, and his son, and other members of the Chinese staff of the godown company.

In addition, the following former colleagues of the late Capt. Lloyd Kay acted as pall-bearers:—Mr. A. E. Greenway, Mr. D. MacKenzie, Mr. T. Ferguson, Mr. A. W. Heron, Mr. H. H. Fantham and Mr. F. T. Harris.

The service was conducted by the Rev. J. Horace Johnstone.

Wreaths were sent by his sorrowing wife and "Little Lloyd," Mr. and Mrs. Ralph A. Cooper and family, Mr. and Mrs. D. F. Warren, the Directors, Hongkong and Kowloon Wharf and Godown Co., Ltd., staff of the Godown Company, Messrs. Anderson and Ashe, the Hongkong Philatelic Society, the Hongkong Tug and Lighter Co., Ltd., and the Chinese commodore department of the Godown Company.

Funeral of Member of the Royal Corps of Signals.

Military honours were accorded yesterday at the funeral of Signalman H. White, of the Royal Corps of Signals, who died on Thursday, as a result of burns. It is understood that on Wednesday Signalman White obtained a tin of petrol for the purpose of destroying a nest of white ants in his quarters at Whitfield Barracks. After spreading some of the petrol on the nest and putting the tin on a shelf, he applied a light to the liquid on the nest with the intention of burning it up.

It appears that the flames somehow reached the tin containing the rest of the petrol, which burst into flames, and burnt Signalman White so badly that he was taken to the Military Hospital, where he died.

It is believed that the deceased was a native of Reading, Berkshire, where his father is living, and is unmarried. His death is rendered all the more tragic as he was to have gone home by the next transport.

The service was conducted by the Rev. C. Scott Little, C.F., and those present included Major Toth, M.C., R.E., and Lieut. A. H. MacDonald, R.E. The band of the Queen's Regiment was in attendance, while men from the same regiment formed the firing party. Buglers sounded the Last Post and the Reveille.

In addition to the soldiers present, a number of Marines and bluejackets attended.

Wreaths were sent by his father; the Royal Engineers; Junior N.C.O.s and men, 40th Fortress Company, R.E.; H.M.S. Bruce (three); R.E.O.C.A.; the R.A.O.C.; all ranks Hongkong signal section, Royal Corps of Signals; all ranks R.A.S.C.; and Capt. D. L. Carnegie.

RAILWAY SMASH.

**GLASGOW SIGNALMAN
DISCHARGED.**

London, Jan. 11.
Signalman James Gray, who was remanded in November in connection with the Glasgow railway disaster (when an express crashed into an empty train in a tunnel near Queen Street Station) on a charge of culpable neglect of duty, has been discharged.—*Reuter.*

"ALL THAT GLITTERS"

**PAWNBROKER'S DILEMMA
WITH PLEDGED WATCH.**

Before Mr. R. E. Lindsell yesterday afternoon, Mr. C.A.S. Russ, of Messrs. Russ and Company, appeared to defend a Chinese who was charged with obtaining \$10 by false pretences and with reporting a false address to a pawnbroker in Shaikwan, with whom he had pledged a watch.

The allegation against the defendant was that he had pawned as a gold watch a timepiece made of some other metal.

Giving evidence, the pawnbroker stated that defendant on producing the watch had observed that it was of 14 carat gold. The defendant was further alleged to have said that he had obtained \$15 on it from a previous pawnshop.

Witness, after examining the watch superficially, advanced \$10 on it. A few hours later, the police went to witness' shop, and inquired whether anybody had pawned a watch that day. Witness produced the watch pawned by the defendant, and was then told to take it to the police station in Shaikwan.

At the police station, witness learned for the first time that the watch was not gold. He had a further look at it, but could not confirm that view.

Mr. Lindsell asked witness to look at the watch in court and witness, after complying, stated that it was impossible to tell by merely looking at the watch whether it was of gold or of some other metal. The only reliable test was with certain acids. He had never carried out a proper test with the watch in question.

Sergeant McEwen of the Shaikwan Police Station was asked if there was any witness who could speak as to the metal that made up the watch. He replied that as far as he knew the defendant was supposed to have carried out a test and was satisfied that the watch was not gold.

A Different Story.

His Worship remarked that the witness was telling a different story in Court. It was up to Sergeant McEwen to see that the witness had carried out a proper test before the case was brought into Court. For all they knew the watch might be a gold watch.

Sergeant McEwen explained that he understood the witness had tested the watch previously and was satisfied that it was not gold. In fact the man had stated at the police station that the watch was only worth \$3 and that he had advanced \$10 on it. He had then asked the police to try and recover his \$10.

Remembering that the prosecution should have definitely established that the watch was not gold, his Worship discharged the defendant on the count of obtaining money by false pretences.

On the charge of reporting a false address to the pawnbroker, Mr. Russ stated that the defendant lived a long way from the pawnshop and, as everybody knew, the people who were most likely to get good value for their pledges were those who lived near the pawnshop where they were trying to raise money. The sort of person whom the pawnbrokers really liked were those who "popped their watches on Monday and got them out on Friday."

His Worship imposed a fine of \$10 on that count.

ANTARCTIC TRIP.

**NEW DISCOVERY BY SIR H.
WILKINS.**

New York, Jan. 11.
A wireless message from Deception Island states that Sir Hubert Wilkins has concluded the first phase of his Antarctic trip, namely the exploration of Grahamland, which he has discovered to be a group of islands and not part of the Antarctic continent. He has decided to return to the United States, and to operate from a different base next season.—*Reuter's American Service.*

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THE UNION STORE,
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EXPERT MASSEUR.
Cures Rheumatism, Nervousness
and all kinds of chronic
ailments.

Madame H. MORITA.
Madame E. AKAJI.
4, On Lan Street; Tel. No. C.4395.

METALS

of all kinds especially for ship-
building and engineering work.
Complete stock. Best Terms,
Immediate delivery.

SINGON & CO.,
ESTABLISHED A.D. 1889.

HING LUNG SI.

Phone 1111111111 Central 518

A CLIMB DOWN.

AFGHAN RULER WITHDRAWS REFORMS.

New Delhi, Jan. 11.
King Amanullah has issued a
proclamation withdrawing nearly
the whole of his programme of re-
forms.

The proclamation is dated Janu-
ary 7, and is published in the
Afghan newspaper *Aman Afghanistan*,
being also signed by the tribal
chiefs and Hazrat Sahib of Shor-
bazand, whom the King recently re-
leased from gaol, where he had
been sent for anti-reform views.

The abandoned reforms include
the recall of Afghan girls sent to
Turkey to be educated, the restora-
tion of the purdah system, the with-
drawal of conscription, the closing
of women's associations, the dis-
carding of European dress, and per-
mission for soldiers to become fol-
lowers of Pirs (holy men).

In addition, a council of fifty
notables is created, including the
clergy, Sirdars (nobles) and offi-
cials, to amend the law according
to Shariat (Moslem law), and to
review the decisions of the newly-
constituted Mejlis (parliament)
and the Provincial Council.—*Reu-*
ter.

JAPAN AND CHINA.

RAILWAY DELEGATION FROM MANCHURIA.

Shanghai, Nov. 11.
According to a Kuo Min News
Agency report from Nanking, de-
legates representing the Associa-
tion for the Protection of Rail-
way Rights in Heilungkiang called
on Dr. C. T. Wang and related
the "railway situation in Heilung-
kiang as well as Japan's re-
peated attempts to encroach upon
China's territorial sovereignty
there through railway construc-
tion."

The report adds that Dr. C. T.
Wang assured the delegates that
no agreement whatever between
Japan and the local authorities
in Manchuria will be regarded as
effective. Continuing, he said:
"Now that the Three Eastern
Provinces are under the jurisdic-
tion of the Central Government,
all foreign relations of Manchuria
will be determined by the central
authorities. For my part you
may rest assured that I will never
sign away our country's right."—
Reuter.

MUKDEN COUP.

CHANG HSUEH-LIANG'S STRONG ACTION.

Shanghai, Jan. 11.
According to Japanese reports,
Chang Hsueh-liang, who is the
son of the late Chang Tso-lin, and
who has been appointed head of
the Chinese administration of
Manchuria by the Nationalist
Government, brought off a coup
d'etat this morning, seizing the
Mukden arsenal and making pri-
soners of Yang Yu-ting, formerly
Chief of Staff of Chang Tso-lin
and two other prominent Man-
churian leaders.

His action is said to have been
taken chiefly because they were
allegedly antagonistic to hoisting
the Nationalist flag and to sub-
mission to the National Govern-
ment's authority in Manchuria.—
Reuter.

Yang's Death Reported.

Tokyo, Jan. 11.
An official report received by
the General Staff confirms
press despatches announcing the
death of Yang Yu-ting.

Anxiety is felt as it is realized
that it holds out dangerous pos-
sibilities. Close observers of
Chinese affairs fear that his
death will upset the political situa-
tion in Manchuria, though it is
still too early to foretell the out-
come.—*Reuter.*

Reasons for Execution.

Tokyo, Jan. 11.
A message from Mukden says
that although details of Yang
Yu-ting's death are not yet ob-
tainable it is reported the reasons
were: firstly, that he placed Chang
Hsueh-liang in an awkward posi-
tion regarding the railway negotia-
tions with Japan; secondly, that he
misappropriated twenty million
dollars from the arsenal funds;
thirdly, Yang Yu-ting's followers
were plotting to overthrow Chang
Hsueh-liang; fourthly, the Nation-
alists scented out the plot and re-
quested Chang Hsueh-liang to
deal with it appropriately; and fifth-
ly, he opposed Mukden hoisting the
Nationalist flag.

When Yang Yu-ting's body was
handed over to his relatives,
Chang Hsueh-liang assured the
widow of full protection.

Chang Hsueh-liang, informing
the Japanese Consul and military
officials that Yang had been execu-
ted because of irrefutable evidence
concerning a plot, assured them
the coup *d'etat* would in no way
impair relations with Japan.—
Reuter.

EARL HOWE'S DEATH.

SUCCESSION OF SON CAUSES BY ELECTION.

London, Jan. 11.
By the death last night of the
Earl of Howe, aged sixty-seven,
and the succession and elevation
to the House of Lords of his only
son, Viscount Curzon, Unionist
Member of Parliament for South
Battersea, a by-election will be
necessary in that constituency.
The new Peer is a Captain in the
Royal Naval Reserve and a noted
motorist.

Five by-elections are now pend-
ing, one caused by the appoint-
ment of Sir Malcolm Macnaghten,
the Member for Londonderry,
to be Judge of the King's Bench
Division, and the others by the
deaths of members for the Wans-
beck, Midlothian, and Bishop
Auckland divisions.—*British Wire-*
less.

[The fourth Earl Howe was
born in 1861, and was educated at
Eton and Christchurch, Oxford.
He entered Parliament as Conser-
vative Member for the Wycombe
division of Buckinghamshire in
1885, holding the seat until 1900.
He held a number of foreign de-
corations. The family name is
Curzon. The late Earl had been
married three times.]

EUROPEAN PACT.

RUSSIA APPROACHES HER NEIGHBOURS.

London, Jan. 11.
Russia recently formally pro-
posed to Poland and Lithuania,
that they sign a protocol with
Russia declaring the Kellogg
Peace Pact already in force, as
between them, without awaiting
ratification of the pact by all the
signatories.

Lithuania agreed, and suggested
to Latvia and Estonia that
they do likewise.

Poland's reply, which was an-
xiously awaited by her neigh-
bours, was delivered to Moscow
yesterday evening. It states, ac-
cording to a Warsaw message,
that Poland agrees to the plan in
principle, but suggests certain al-
terations in the manner of con-
cluding the suggested protocol,
and expresses astonishment that
Russia has only addressed Poland
and Lithuania and not her other
neighbours; adding that Poland
considers it a duty to consult
Latvia, Estonia, Finland and
Rumania before moving further.—
Reuter.

PICTURES AND PRINTS.

SIGNED AND UNSIGNED ETCHINGS

PHOTOGRAVURES

AUTOTYPES

WATER COLOUR DRAWINGS

Reproduction of well-known masterpiece by the

MEDICI ART SOCIETY.

Oil Paintings Restored and Reframed.

Etching and Prints sent on
Approval Free of Charge.

ARTS & CRAFTS

PRINT SELLERS

SHANGHAI.

At Tower Bridge Police Court a
man asked for a separation from
his wife, a girl of 20, because she
took snuff.

An early 15th-century roof has
been discovered in the chancel of
the 13th-century church at Long
Crendon, Bucks.

Enthronement of Dr. Guy War-
man, Bishop of Chelmsford, as
Bishop of Manchester will prob-
ably take place on January 21.

JAN.

14th.

TO

FEB.

9th.



JAN.

14th.

TO

FEB.

9th.

WHITEAWAYS STOCKTAKING SALE.

THE

GREATEST CLEARANCE SALE EVER HELD.

Owing to the Mild Weather we have experienced the last two Months, Our Stock of Winter Goods is consider-
ably heavier than usual. **WE MUST UNLOAD** this Surplus Stock. In order to do this we have made

REDUCTIONS GREATER THAN EVER.

BE SURE TO CALL ♡ ♡ ♡ ♡ ♡ MONDAY, JANUARY 14th.

YOU WILL NOT BE DISAPPOINTED!

WHITEAWAYS THE STORE FOR VALUE HONGKONG.

Profitable Investment.

Judicious investing is one of the most profitable investments associated with successful business enterprise.

Advertise in
The Hongkong Telegraph.

and secure the co-operation of its readers in buying your goods.

Prepaid Advertisements

25 WORDS FOR \$1.00

(\$1.50 if not prepaid)

The following replies are awaiting collection:

295, 300, 301, 305, 306, 315
344, 363, 371, 374, 376, 381
385, 411, 426, 427, 443, 445
455

APARTMENT TO LET.

VICTORIA PRIVATE HOTEL, HANKOW ROAD, KOWLOON, rooms with full board from \$95, to \$180 per month, double rooms for 2 persons with full board from \$180 per month, daily rates from \$4 per day, European management. Tel. K.867.

FOR SALE.

FOR SALE.—Willys-Knight Sedan Car. Model "70," double sleeve valve, six cylinder. Late 1927. Appearance and condition as new. Owner going on leave. Write care of P. O. Box No. 66.

PREMISES TO LET.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—No. 7, Stewart Terrace, 270 Peak, from March 1st to October 31st. Five rooms fully furnished. Modern Sanitation, servants' quarters, garden. Apply F. A. Mackintosh.

TO LET.—AT CHEUNG CHAU. Furnished bungalow to let, No. 18A. Three rooms and two bathrooms, garden facing south. Close to Morning Beach. Apply Box No. 443, care of "Hongkong Telegraph."

TO LET.—CHEUNG CHAU. Attractive furnished bungalow to let. Large garden, vegetable garden, electric lighting set. Three bedrooms each with separate bathroom, small dining room and lounge. Most modern rental. Available immediately if desired. Write Box No. 446, care of "Hongkong Telegraph."

ARE YOU SICK? Why Continue To Suffer. Get The Poo On Chinese Herbs and Get Well. Contipation; Rheumatism; Dropsy; Typhoid Fever; Nervousness; and Diabetes. Yee Poo Lun, Chinese Herbalist, Managing Director. Entrance 66, Queen's Road Central, Tel. C. 5009.

MRS. MOTONO

HAND & ELECTRIC

MASSAGE

No. 51B, Top Floor, Wyndham St., Hongkong.

The Hongkong Telegraph.

Our Canton and District Representatives and Distributing Agents are
SOUTH CHINA AGENCIES
Shameen—Canton
to whom all local enquiries should be addressed.

New Advertisements.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY LIMITED.

NOTICE is hereby given that the FORTY-FIRST ORDINARY GENERAL MEETING OF SHAREHOLDERS in this Company will be held at the Offices of Messrs. Jardine, Matheson & Co., Ltd. on TUESDAY, 5th February, 1929, at 12.30 p.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1928.

The REGISTER of SHARES of the Company will be CLOSED from Saturday, 19th January, to Tuesday, 5th February, both days inclusive, during which period no transfer of shares can be registered.

By Order of the Board of Directors.

L. S. GREENHILL,
Secretary.
Hongkong, 11th January, 1929.

FANLING HUNT

STEEPLECHASES

Saturday, 19th January

FIRST RACE

3 P.M.

Admission to Public Enclosure \$1.00
Soldiers & Sailors in uniform half price
Cars parked on course \$10.00 each
Special train leaves Kowloon 1.30 p.m.

Returns 5.40 p.m.

First class return fare including admission to Public Enclosure \$2.00

Free parking for cars.

THE HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that an Extraordinary Meeting of the Shareholders of the Hongkong and Shanghai Banking Corporation will be held on Saturday, the 2nd day of February, 1929, at 12 o'clock noon at the City Hall Victoria in the Colony of Hongkong for the purpose of considering, and if thought fit, passing the following resolution, viz:—

That the Directors of the Hongkong and Shanghai Banking Corporation be and they are hereby requested and authorised by and on behalf of the shareholders of the Corporation to take all such steps as may be necessary for the introduction of an Ordinance into the Legislative Council of the Colony of Hongkong and for the enactment of the same by the Governor of Hongkong with the advice and consent of the Legislative Council thereof, in the terms of a print which, for the purposes of identification, has been signed by the Chief Manager of the Corporation, in substitution for the existing Ordinance (except as in such print is mentioned) and Deed of Settlement of the Corporation.

AND NOTICE IS HEREBY ALSO GIVEN that a further extraordinary meeting of the shareholders of the Corporation will be held on Saturday, the 23rd day of February, 1929, at 12.45 in the afternoon at the same place for the purpose of receiving a report of the above mentioned meeting and of considering, and if thought fit, confirming the above resolution in accordance with Article 96 of the Corporation's Deed of Settlement.

Dated this 1st day of January, 1929.

By Order of the Directors,
A. C. HYNES,
Chief Manager.

Note:—A copy of the proposed New Ordinance can be seen during the usual banking hours (Sundays, Public and Bank Holidays excepted) in Hongkong at the Head Office of the Corporation or at the offices of Messrs. Jolson, Stokes & Master, Principal Building, Solicitors to the Corporation, and in Shanghai at the Office of the Corporation, from the date hereof until the date of the above mentioned confirmatory meeting.

"PEAK MANSIONS."

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island, Ready for Occupation.
Five-Bedroom and Six-Bedroom APARTMENTS
with all Modern Conveniences, Drying Rooms and Out-houses, Two lift
Apply to—
CREDIT FONCIER
D'EXTREME-ORIENT,
4th Floor.

CHURCH NOTICES.

To-morrow the First Sunday After Epiphany.

LOCAL SERVICES.

St. John's Cathedral, Hongkong, January 13th 1929, First Sunday after Epiphany, Choral Eucharist 8 a.m. Children's Service 10 a.m. Sunday School at Peak School 10 a.m. Mattins 11 a.m. Preacher: The Dean. Evensong, 6 p.m. Social Evening in Cathedral Hall after Evensong.

Union Church, Kennedy Road, Minister Rev. F. C. Young. Morning 11 a.m. Preacher Rev. F. Short. Sermon "The Inclusive Loyalty." Hymns 121, 440, 763, 643. Evening 6 p.m. Preacher Rev. F. Short. Sermon "One of the twelve." Hymns 533, 492, 240, 563, 333.

Wesleyan Methodist Church, Queen's Road East. Sunday Services: Morning 10.15 a.m. Preacher Rev. J. C. Knight Anstey. Evening 6 p.m. Preacher Rev. A. H. Bray, M.A. B.D. Sunday School, 3 p.m. Sailors and Soldiers Home Arsenal Street. Sunday 3 p.m. Men's Bible Class. 8.15 p.m. Service. Men's Hour. Monday 3 p.m. Meeting of the Ladies Church Aid. Tuesday, 8.30 p.m. The Church Study Circle will meet at "Wesley" at 8.30 p.m. Wednesday 8.15 p.m. Gospel meeting for Service Men.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday service, 11.15 a.m. Subject "Sacrament." The Sunday School is held on Sunday Mornings at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 7 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass U.S.A.

RETURN OF THE LANCING RAB

HEUGHAN

THE WORLD'S GREATEST ACTOR-SINGER

Theatre Royal

at 9.15 p.m.

MONDAY JANUARY 21st.

and

TUESDAY JANUARY 22nd.

HEAR HIM SEE HIM

and his

BRILLIANT ASSOCIATE ARTISTS

MAUD BELL, Distinguished English "Cellist," GLADYS

SAYER, Famous Pianist and Accompanist. In unique programme of operatic arias, classics and songs of many Nations.

Box seats at Moutrie's January, 14th.

Reserved \$4 & \$5. Unreserved, 8 & 10.

POPULAR DANCE

RECORDS.

4829 RAMONA TOGETHER

0219 MY BLUE HEAVEN

CLONK-EB-1Y CLONK

0240 DANCE OF THE BLUE DANUBE

LOVE LIES

4834 ONE MORE NIGHT

WITHOUT YOUR SWEETHEART

TSANG FOOK PIANO

COMPANY.

8, Des Voeux Road, Central.

(Entrance Ice House Street)

Telephone C. 4648.

Lammert's Auctions.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on MONDAY,

the 14th January, 1929,

commencing at 11 a.m.

at No. 2, Carnarvon Building, Kowloon.

A Quantity of Valuable Household Furniture.

ALL lots must be cleared on Day of Sale.

On View from Sunday, the 13th January, 1929.

Catalogues will be issued.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on TUESDAY,

the 15th January, 1929,

commencing at 2.30 p.m.

at their Sales Room, Duddell Street

A Valuable Collection of Curios, comprising:—

Porcelain Vases, Bowls, Plates, Iron Pictures, Lacquer Tables, Chairs, Stools, Screens, Amber, Agate, Crystal, Jade and Coral Ornaments, Mandarin Coats, Embroideries, Chinese Hand Paintings, etc., etc.

Catalogues will be issued.

Terms:—Cash on Delivery.

On View from Monday, the 14th January, 1929.

LAMMERT BROS., Auctioneers.

COMING SOON!

FRED COYNE'S
MUSICAL COMEDY
COMPANY
Direct from London.

Over 150 members and friends of the Hongkong Ladies' Hockey Club attended a successful dance at Lane Crawford's restaurant last evening. This was the first function of its kind organised by the ladies, and a very enjoyable evening was spent, dancing being continued up till 1 a.m.

TO-DAY & TO-MORROW

at
5.20 & 9.15 p.m. with Orchestra
2.30 & 7.15 p.m. with Interpreter

Corinne Griffith



Declasse
AT THE
MAJESTIC
Nathan Road, Kowloon.

CHANNEL TUNNEL AGAIN.

NEW SCHEME THAT WOULD COST £190,000,000.

PARIS IN UNDER 3 HRS.

Details of a new Channel tunnel scheme, which would involve the construction of a railway between London and Paris at a cost of approximately £190,000,000 are disclosed in a book by Mr. William Collard, of Savile-row, London (P. S. King and Son, Ltd.), just issued.

The scheme contemplates the construction of a broad gauge (7 feet) railway, with a terminus at Westminster and another at the Rue St. Lazare, and a number of intermediate stations in both countries.

The trains would be hauled by electric locomotives at an average speed of 92 miles an hour, doing the journey in 2 hours 45 minutes. A maximum speed would be attained on some stretches of 120 miles an hour. The London terminus would entail a new bridge across the Thames.

The route has been mapped out to pass through Farnham, Maidstone, Ashford, and Monks Horton (near Hythe), where it would enter the 11-mile approach tunnel to the Channel tunnel proper.

The Channel tunnel would be from a point between Dover and Folkestone to a point south of Calais. In France the route would pass through Boulogne, Amiens, and Montreuil-sur-Breche, and the whole length of the railway would be 253 miles.

£12,000,000 Profit.

The scheme provides for 22 trains each way daily, with a 45 minutes' service, and an average of 608 passengers. Allowing for extra summer traffic, an accommodation of 10,700,800 seats would be provided for an estimated annual traffic of 8,333,333 passengers.

In addition, the scheme contemplates 12 similar trains being run each way between London and Boulogne daily, providing 6,336,800 seats annually.

Capital expenditure is estimated at £180,177,094, including £30,811,200 for the tunnel. With gross receipts at over £35,000,000, a figure which is based on an average of £2 for a single fare from London to Paris, it is estimated that the working would yield an annual profit of over £12,000,000, enabling payment of 7 per cent. on Ordinary stock.

Southern Railway. It is thought that with the exception of the Southern Railway, the railways of England will support the scheme. It is calculated that the railway would bring a large increase of foreign visitors to England, amounting to 2,500,000, whose journeys to southern seaside resorts would prove to some extent an offset to the losses sustained by the Southern Railway by the scheme.

As for France, it is believed that the proposal would be welcomed there. It is claimed, too, that the objections hitherto raised on the score of national defence have been overcome by the Kellogg Pact.

Nothing is mentioned by the author as to objections that might be raised from the point of view of the State-subsidised Imperial Airways, whose cross-Channel service would be affected by a railway service that could compete with it in the matter of time.

AESTHETIC DUST CARTS.

GREEN PAINT WITH GOLD LETTERING.

The final session of the Public Health Congress, at the Agricultural Hall, London, was devoted to discussions on the place of petrol and electric vehicles in the cleansing services of public authorities.

Mr. James Jackson, general manager of the Birmingham Corporation Salvage Department, said the horse was still predominant in cleansing services, but once the serious difficulty of comparatively high initial cost, coupled with the necessity of providing adequate charging facilities, could be removed, it was probable that the electric vehicle would gain in favour.

Mr. H. Ardern (Blackpool) pleaded for brighter cleansing vehicles. Usually they were dirty and were not a credit to the department, he said. Brighter coloured paint would encourage the men to keep them cleaner.

Mr. Cook (Rochdale) said that he had adopted green paint with gold lettering, and was satisfied that it was a good investment.

The chairman (Mr. J. C. Dawes) described Mr. Cook's experiment as an aesthetic success, but said that nobody in England had had the courage to follow the example of Cologne and paint all their cleansing vehicles cream.

POST OFFICE NOTICE

RADIO NOTICES.

The Radio Office is now situated on the ground floor of the P. & O. Building on Des Voeux Road, next to the General Post Office. This office is open day and night.

All particulars as to ships in communication, rates, etc., may be obtained at the Radio Office as above.

Radio-Telegrams may be sent to Europe, America, Philippines Islands, Dutch East Indies and many other destinations; also to Canton and many places in South China. Full particulars at the Radio Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

The special rate of postage on newspapers published in Hongkong and addressed to British Possessions, China and Macao is 2 cents per 4 oz. and not 2 cents per newspaper.

Newspapers bearing insufficient postage are not forwarded and if they do not bear the sender's name and addresses they are disposed of in accordance with the Postal Regulations.

INWARD MAILS.

From	Per	Due
U.S.A., Honolulu, Japan and Shanghai	President Van Buren	January 12, Sinking
Shanghai and Swatow	Tilawa	January 12, Sinking
Europe via Negapatam, (letters and papers), London 18th December	President Jefferson	January 14, Sinking
U.S.A., Honolulu, Japan and Shanghai	President McKinley	January 14, Sinking
Manila	Chenau	January 14, Sinking
Shanghai and Amoy	Ningchow	January 15, Sinking
Straits and London, parcel mail (London 22nd November)	Sphinx	January 15, Sinking
Saigon	Athos II	January 15, Sinking
Shanghai	Yuenang	January 15, Sinking
Straits	Mishima Maru	January 17, Sinking
Australia and Manila	Pres Grant	January 18, Sinking
U.S.A., Canada, Japan and Shanghai	Fushimi Maru	January 20, Sinking
Straits	Aeneas	January 22, Sinking

OUTWARD MAILS.

For	Per	Date and Time.
Straits and Calcutta	Kulsang	Sat., Jan. 12, 4 p.m.
Saloon	Letters	Sat., Jan. 12, 4.30 p.m.
Sam Shui and Wuchow	Telegraph	Sat., Jan. 12, 4.30 p.m.
Manila	Kong Ning	Sat., Jan. 12, 4.30 p.m.
Shanghai, Wei Hai Wei, Dalny and Europe via Siberia	Pres. V. Buren	Sat., Jan. 12, 5 p.m.
Bandakan	Kanchow	Sat., Jan. 12, 6 p.m.
Bangkok via Swatow	Mausang	Sun., Jan. 13, 8.30 a.m.
Swatow, Amoy and Formosa	Kingsu	Sun., Jan. 13, 9 a.m.
Formosa	Hozan Maru	Sun., Jan. 13, 9 a.m.
Fort Bayard	Triet	Sun., Jan. 13, 9 a.m.
Swatow	Tin Sze	Sun., Jan. 13, 9 a.m.
Shanghai, Japan, Honolulu, U.S.A., Canada, C. and S. America and Europe via San Francisco and Europe via Siberia	Hydrangea	Mon., Jan. 14, 2.30 p.m.
Swatow, Amoy and Poochow	Parcels	14th, 5 p.m.
Amoy	Pres. McKinley	Tues., Jan. 15, 1.45 p.m.
Saloon, Straits, Ceylon, India, Mauritius East and South Africa, Aden, Egypt and Europe via Marseilles	Registration	Tues., Jan. 15, 1.45 p.m.
Shanghai and Japan	Letters	Tues., Jan. 15, 1.45 p.m.
Manila	Registration	Tues., Jan. 15, 1.45 p.m.
Swatow	Letters	Tues., Jan. 15, 1.45 p.m.
Holhow, Pakhoi and Halphong	Registration	Tues., Jan. 15, 1.45 p.m.
Java via Batavia	Letters	Tues., Jan. 15, 1.45 p.m.
Shanghai and Europe via Siberia	Registration	Tues., Jan. 15, 1.45 p.m.
Holhow and Halphong	Letters	Tues., Jan. 15, 1.45 p.m.
Amoy	Registration	Tues., Jan. 15, 1.45 p.m.
Holhow	Letters	Tues., Jan. 15, 1.45 p.m.
Japan	Registration	Tues., Jan. 15, 1.45 p.m.
Swatow, Amoy and Poochow	Letters	Tues., Jan. 15, 1.45 p.m.
Straits, Ceylon, India, Mauritius E. and S. Africa, Aden, Egypt and Europe via Marseilles	Registration	Tues., Jan. 15, 1.45 p.m.
Swatow, Amoy and Poochow	Letters	Tues., Jan. 15, 1.45 p.m.
Shanghai and Japan	Registration	Tues., Jan. 15, 1.45 p.m.
Manila	Letters	Tues., Jan. 15, 1.45 p.m.
Amoy	Registration	Tues., Jan. 15, 1.45 p.m.
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Manila	Letters	Tues., Jan. 15, 1.45 p.m.
Amoy	Registration	Tues., Jan. 15, 1.45 p.m.
Swatow, Amoy and Poochow	Letters	Tues., Jan. 15, 1.45 p.m



SALE!



IN ALL
DEPARTMENTS
MONDAY,
JANUARY 14th.

LADIES' WEAR—MEN'S WEAR
CHILDREN'S WEAR

ALL REDUCED AT LEAST 20%

HUNDREDS of BARGAINS
AT HALF PRICE

EVERYTHING REDUCED.

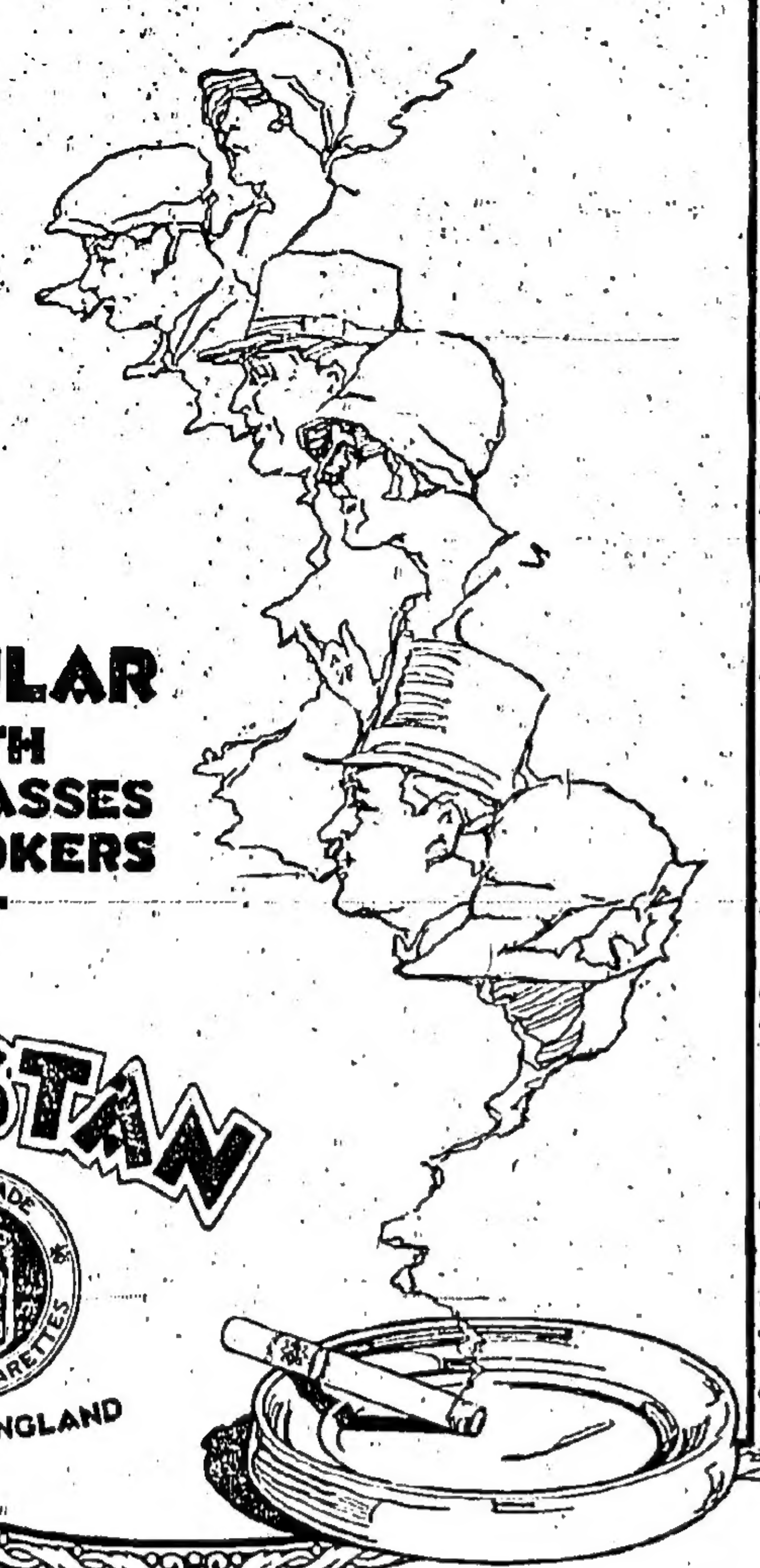
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NEW STREET LAW PLAN.

SAME PUNISHMENT FOR MEN AND WOMEN.

PRISON PENALTY.

The Committee appointed just over a year ago to inquire into the law concerning street offences has reported to the Home Secretary.

They recommend that the law be altered, so as to:

- (1) Establish explicit provisions, to be uniformly administered throughout London, the provinces and Scotland; many general and local enactments to be repealed;
- (2) Allow of imprisonment for old offenders;
- (3) Ensure equal penalties for men as well as women.

The Committee submit draft proposals of the form which they suggest the new law as to solicitation should take. They suggest the following:

- (1) Every person who in any street or public place importunes any person of the opposite sex for immoral purposes shall be guilty of an offence.

In this section the term "importune" shall be construed as referring to acts of molestation by offensive words or behaviour.

- (2) Any person who frequents any streets or public for the purpose of solicitation so as to constitute a nuisance shall be guilty of an offence.

Provided that no person shall be convicted of an offence under this section except on the evidence of one or more of the persons aggrieved.

The Report examines in detail the many aspects of the problem, and the conclusions of the Committee are summarised below:

Police.

"No class of case," says the Report, referring to solicitation, "requires more tact and discretion." Mistakes excite popular indignation in a special degree.

But the acquittal of an accused person does not necessarily involve any reflection on the police. Conversely, a conviction does not necessarily mean that all the actions of the police in the case have been justified. There may be irregularities even in bringing a guilty person to justice.

It is doubtful if the police make more mistakes in this class of offence than in any other.

Warnings.

The Report emphasises the view that prevention, not detection, is the real objective. Giving of warnings is praised, and the following Orders laid down by Edinburgh police are quoted with approval:—"It must be clearly understood that it is the duty of the police in dealing with prostitutes more to prevent loitering and importuning than to detect it."

"Of course considerable forbearance should be shown by constables in dealing with these unfortunate women, many of whom are greatly to be pitied, and it is only where it is found necessary to ensure obedience to the law that prosecutions should follow."

"Constables should keep in mind that such arrests should only be made as disagreeable necessities reluctantly performed because the warning has been disregarded."

Corroboration.

"While we in no way impugn the credibility of the evidence of the police, we regard it as desirable that wherever possible corroboration should be obtained from the public."

"Where it is not possible we recommend the practice of confronting the accused at the time of arrest with the person alleged to have been importuned, and reporting to the court what then passed."

Women Police.

"In the region with which we are concerned there is a special sphere of usefulness for women police."

"We emphasise particularly the value of the preventative work which they are better fitted to perform than men."

Bribery.

"We believe instances of this must inevitably occur. . . . We are not able to suggest any means whereby this risk can be lessened."

Plain Clothes Men.

The Committee was assured that the employment of plain clothes police was essential for detection. "But," says the Report, "prevention rather than detection should be the main object. . . . The objectionable element in the employment of plain clothes men is the risk that they may become agents-provocateurs."

Punishment.

"We recognise the futility of repeated fines of small amounts."

In our view the maximum penalty for a first offence should be £2. For a second and subsequent offences we recommend increased penalties. Power of imprisonment without the option of a fine should be conferred in the case of repeated offences.

"We are strongly in favour of advantage being taken of the various

FAKIR'S ORDEAL BY NEEDLES.

FAILURE TO CONVINCE 5,000 PARISIANS.

Paris, Dec. 12.

The duel between the Egyptian fakir Tahra Bey, and Paul Heuze, arch-enemy of fakirs, spiritualists, and all other parasites on human credulity, as he considers them, took place last night at the Cirque de Paris.

The real victor was neither Tahra Bey nor Heuze, but an ex-fakir, Karma, who performed all Tahra Bey's tricks, declaring that there was nothing mysterious about them. A jury of doctors and scientists thereupon decided that Tahra Bey, while showing proof of great courage in his experiments, had done nothing which went beyond the limits of ordinary experience.

A huge crowd had been attracted by the contest, and clamoured for admission long after the circus was filled. The police were swept aside and a small riot took place outside the closed doors. A lamp-post was knocked over, a café window broken, chairs and tables destroyed, while the frightened cries of women trapped in the crowd added to the confusion.

Inside the circus an audience of about 5,000, which was a cross between a cup-tie crowd and an election meeting, created almost as much disturbance. The fakir's manager attempted to make a speech of introduction, but was howled down with cries of "Cut out the talk. We want acts not words."

Lying on Blades.

The fakir therefore began his experiments. He pushed long needles through his cheeks and the muscles of his chest and plunged a stiletto into his neck. He then handed the dagger to Heuze and invited him to do the same.

Heuze shook his head, whereupon the audience was in an uproar, hurling insults and jeers at the fakir's opponent.

Tahra Bey then lay down upon two steel blades, one supporting his neck and the other his ankles, a heavy stone was placed on his chest which an "assistant" broke with a sledgehammer. The fakir none the worse save for a red imprint on neck and ankles then stretched himself on to a plank of nails.

Up to this point the crowd had been overwhelmingly in his favour, but the discovery that he was wearing a leather pad round his middle gave his opponents a chance for jeering. Tahra Bey, nothing daunted, stripped himself completely and lay on the nails once more amid a scene of indescribable enthusiasm.

Rival Efforts.

"Away with Heuze," the crowd yelled, the women being especially enthusiastic in their support of the fakir. Three of them in one of the most expensive boxes rose to their feet and threw him kisses. Heuze attempted to speak, but could not be heard. A number of journalists, growing too excited, had to be cleared off the ring.

"You do what I have just done," said Tahra Bey.

Heuze at length managed to say that he was not there to repeat the fakir's performances but to explain them.

"You aren't do what Tahra's done," yelled the crowd, and Heuze was silenced again. He finally pushed a needle through his cheek in his turn, and thus obtained a hearing for a time. He explained that there were certain parts of the body which were not sensitive to pain, and that fakirism was merely a matter of training.

The crowd, however, was still shouting at him to stretch himself on the nails, when Karma entered, supported himself on the two blades and lay on the plank of nails as Tahra had done. Karma announced that he was not a fakir but an illusionist, and that he was a native of Chrensonne.

Tahra retorted that Karma was a fakir, but the fickle crowd had now transferred its allegiance, and Tahra was not listened to.

Paul Heuze was then allowed to make his speech and show a film of his feat of remaining in a coffin for over an hour. After this the burial of Tahra lost a great deal of its attraction. It was evident that both partisans and opponents of fakirism remained just as convinced as ever in their opinions at the close of the contest.

alternatives to fine or imprisonment . . . particularly in the case of young offenders."

Legal Aid.

It appears desirable that in appropriate circumstances provision should be made for assisting accused persons who cannot afford legal charges.

As to appeals, unless the law is altered, the right to appeal will remain practically non-existent for poor persons, "and may in some cases lead to serious injustice."

There is always a best way of doing anything~



THE OLD WAY **THE ACME WAY**

SEND FOR THIS FREE BROCHURE

Ninety pounds of axe handles packed in an unreinforced box weighing 43 lbs. and costing 90c.

This redesigned box, carrying the same load, is 17 pounds lighter. Reinforced with Acme Nailless Strap it is stronger than the old box and 26 cents less.

Fifty-five pounds of carbide in cans, packed in a box reinforced with two wires, weighing 8 pounds and costing 19 cents.

Reinforced with one Acme Nailless Strap, this box carries the same load, is 12 lbs. lighter and costs 5 cents less than the old one. It is stronger by actual test.

Boxes carrying 48 pounds and 25 pounds of pump parts, respectively. The large one weighs 39 pounds and costs \$1.07. The small one weighs 13 pounds and costs 39 cents.

Redesigned and strengthened with Acme Nailless Strap, these boxes carry the same loads. The larger box now costs 47 cents less and is 17 pounds lighter—the small one costs 20 cents less and is 7 pounds lighter.

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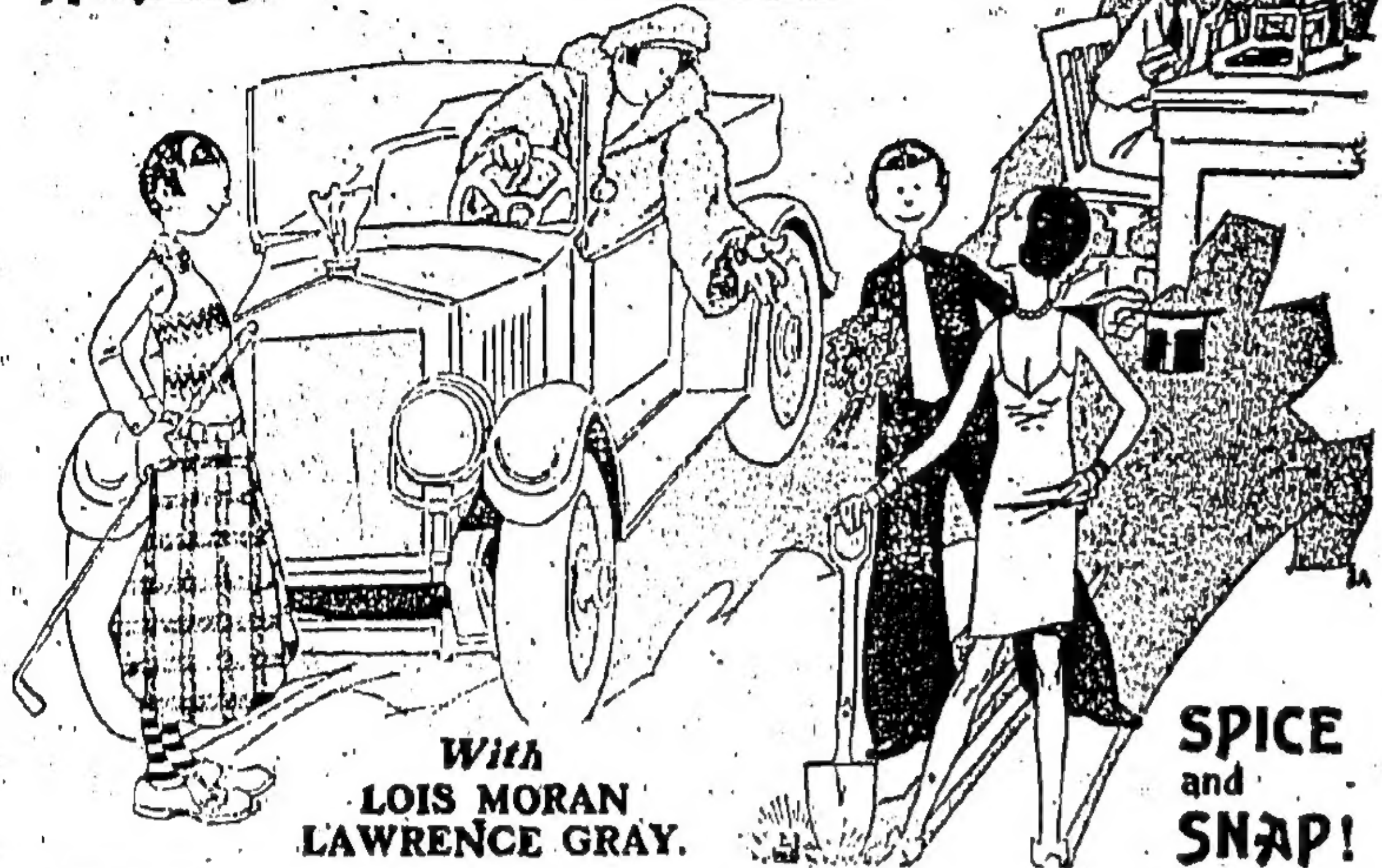
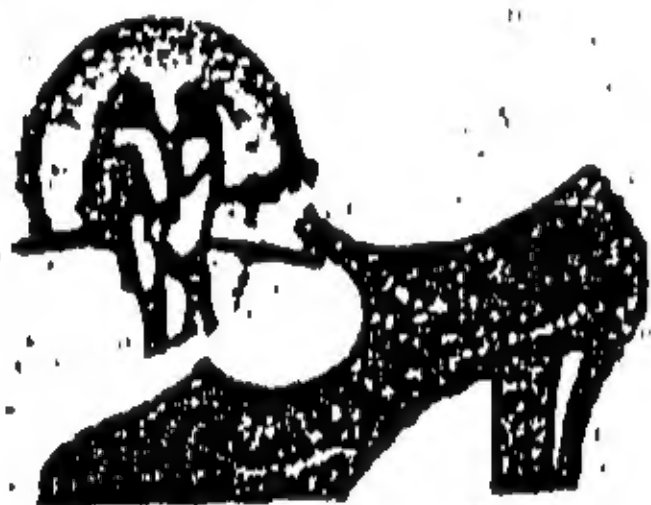
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LAUGHS
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THRILLS!A LAUGHTER—Romance of
Modern youth, full of life,
fun and excitement! Beautiful
Lois Moran will win your heart in
this delightful story of a "love
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LOIS MORAN
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QUEEN'S TUESDAY AND
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TORTOISE SHELL BOXES AND
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January 26th, 29th and 31st

February 1st and 2nd.

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Reserved seats **\$3.00****ASAHI BEER**Wishing
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DAI NIPPON BREWERY CO., LTD. TOKYO, JAPAN.
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WILLIAM HEUGHAN.

BOOKING OPENING ON
MONDAY.

The Colony has welcomed the announcement that William Heughan, the Scottish basso, will appear in the Theatre Royal in a series of recitals, commencing on Jan. 21st. It is indeed seldom that any artist, and even more so a British artist, meets with the universal acclaim that has been accorded Heughan throughout the cities of the world. His is a great voice, but not in his voice alone lies his greatness. He is actor, singer and raconteur, all in one. In the words of the *Daily Sketch* London: "He is as good as an opera."

Of his recent recital appearances in Orchestra Hall, Detroit, the critic of the *Detroit Times* wrote: "Detroit music-lovers listened to the superb voice of Heughan marvelling at the while at his mimetic and dramatic powers. For Heughan is rightly termed one of the world's few geniuses of song. He possesses that rare and remarkable gift of illusion and mastery of song delivery that adds perfection to an otherwise perfect voice. His songs ranged through all the moods of comedy, romance and tragedy. With him as assisting artists are Maud Bell, the English 'cellist'—an artist who has scored recital successes in London, Paris, Berlin, Copenhagen, and throughout the capital cities of Europe—and Gladys Sayen, the well-known pianist from the Brussels Conservatoire, whom many will remember as being associated with Heughan on his last tour."

The tour on which he is now engaged is under the auspices of the Overseas League (London), of which His Majesty the King is patron.

Box plans for the recitals open at Moutrie's on Monday.

TO-MORROW'S
PICTURES.

"BUTTONS" AT THE QUEEN'S.

Jackie Coogan's latest film production "Buttons" will be the chief attraction at the Queen's Theatre to-morrow and Monday. The picture reveals the ever popular juvenile star in an ideal role as a page boy who meets with some exciting adventures while playing Cupid to the captain's romance on an ocean liner. Excellent comedy is also included in the interesting story which, in addition to the star, is well told by Roy D'Arcy, Gertrude Olmsted and many others.

Gloria Swanson takes the leading part in an exciting story of the Apache underworld of Paris, "The Humming Bird" which will be screened at the Star Theatre to-morrow and Monday.

The feature film at the World Theatre will be the famous \$600,000 picture "Ben Hur," starring Ramon Novarro and a cast of over 150,000 players.

"LOVE HUNGRY."

FASCINATING ROMANCE OF
MODERN LIFE.

"Love Hungry," a new and excellent comedy drama featuring beautiful Lois Moran, will be screened at the Queen's Theatre on Tuesday and Wednesday next, according to a special advertisement in this issue. It is a modern story of a modern young girl who has her own ideas about love and the attendant responsibilities. She meets a handsome young man whom she outwardly scorns and around this situation the author has built a convincing story which moves rapidly towards a thoroughly satisfying climax. There is strong supporting cast headed by Edythe Chapman and James Neill who also give splendid performances in their respective roles.

Mrs. BETEN

(Trained in Paris) is pleased to announce that she has Miss Katie (formerly of Mme. Fink.) and Mr. Theo of the Empress of Asia, to help in her Beauty Parlour at the PENINSULA HOTEL (1st floor) inside the Ladies' Cloak Room, when all the needs of the ladies will be attended to by experts under the most hygienic methods.

Tel. K. 681

Extension Room 34.

A NEW DINOSAUR.

DR. SVEN HEDIN BACK FROM
EXPLORATIONS.

Peking, Jan. 11. Dr. Sven Hedin, the Swedish explorer, returned here yesterday, after several months' work in Central Asia, where he has established five meteorological stations.

Among other things, the expedition discovered a new kind of Dinosaur.—*Reuter*.

RUM RUNNING.

CANADIAN AND UNITED
STATES DELEGATIONS MEET.

Ottawa, Jan. 11. The conference between Canadian and United States representatives to prevent rum running across the frontier has concluded. Each delegation will now report to its Government.—*Reuter's American Service*.

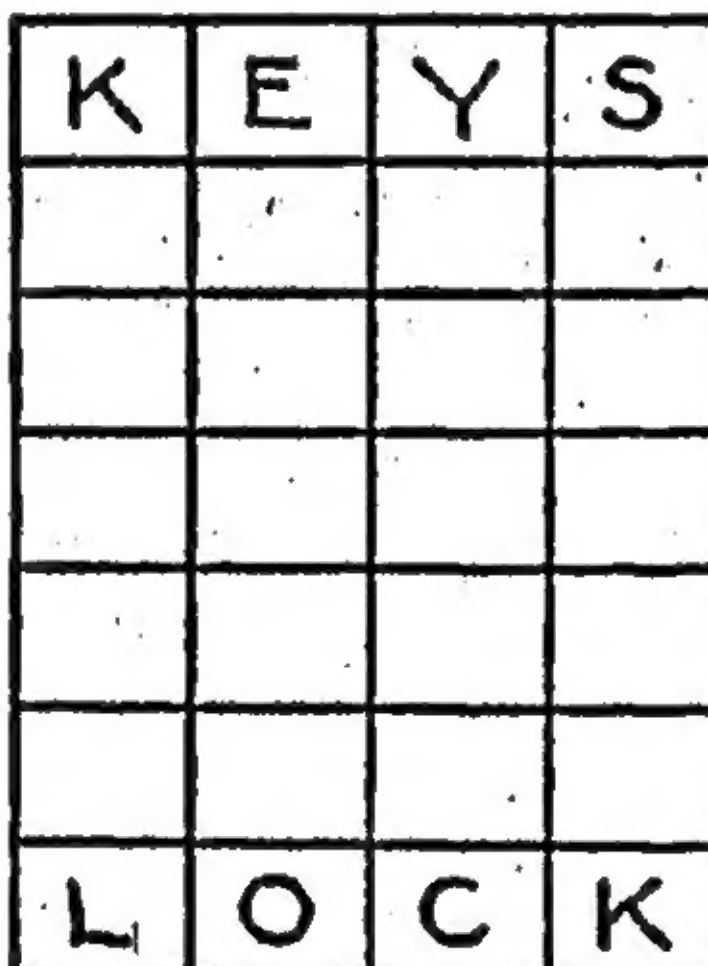
CHILE ERUPTION.

VOLCANIC DISTURBANCES
NOW AT AN END.

Santiago de Chile, Jan. 11. The recent eruptions of volcanoes have subsided. It is officially stated there were only two victims. Many who were reported missing have been found on an adjacent mountain where they had taken refuge.—*Reuter's American Service*.

LETTER GOLF.

Every LOCK has its KEYS—when you can find them. In today's puzzle it isn't the keys that are missing, but five words in between.



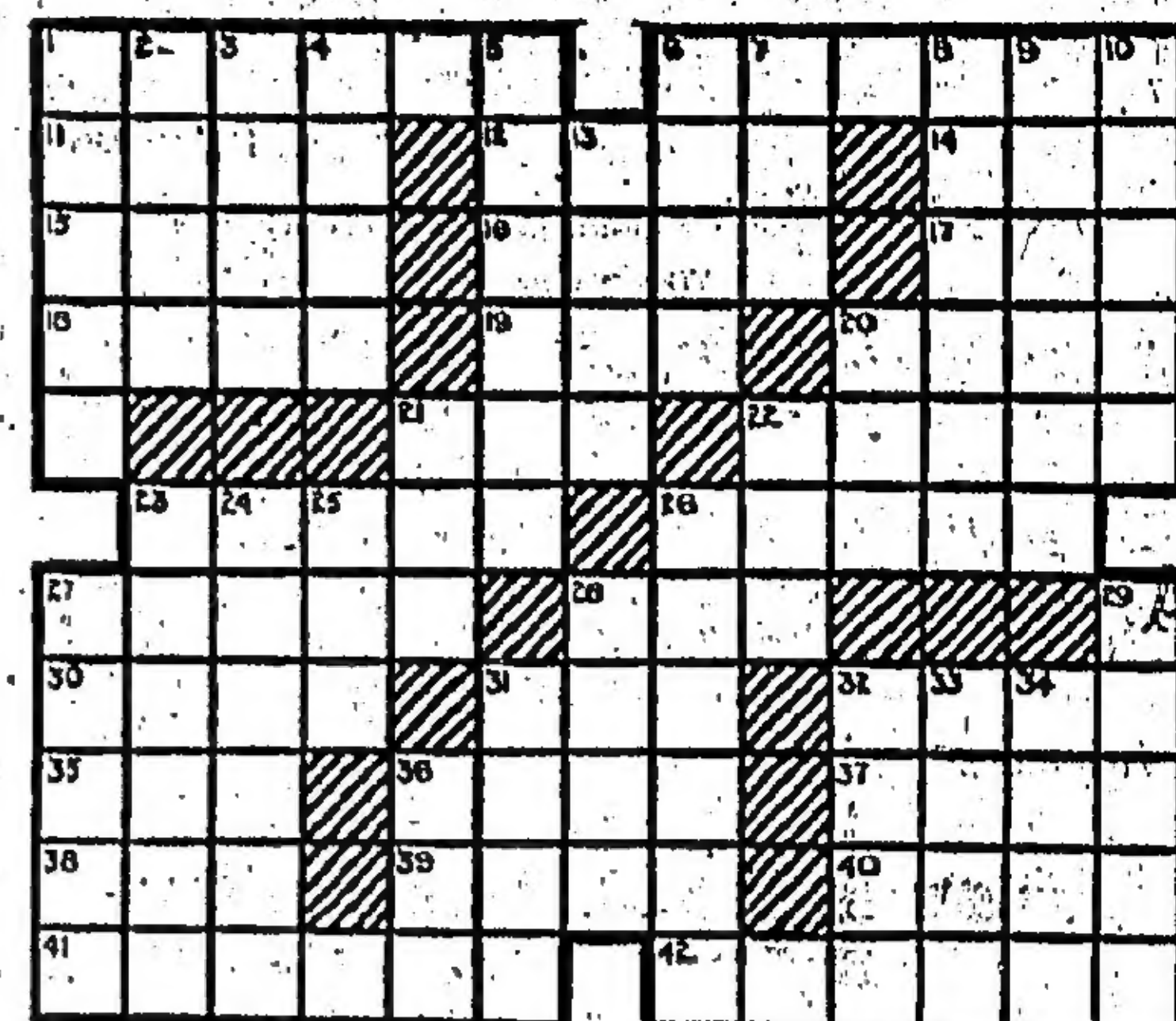
1—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HOW HEW HEN.

2—You can change only one letter at a time.

3—You must have a complete word of common usage, for each jump. Slang words and abbreviations don't count.

4—The order of letters cannot be changed. One solution is printed on another page.

OUR CROSSWORD PUZZLE.



Horizontal

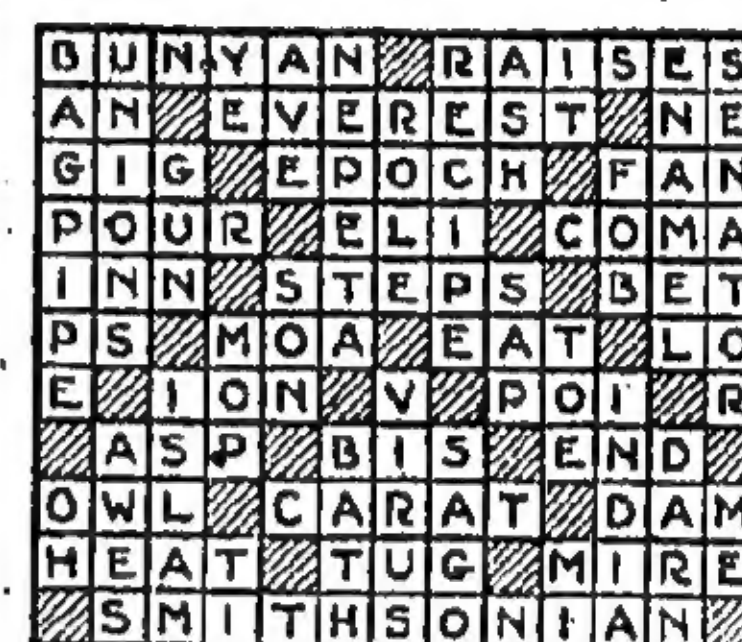
- 1 Pistol.
- 6 One who shoots at detached forces at long range.
- 11 Rubber pad for a wheel.
- 12 Pain.
- 14 Before.
- 15 Admission.
- 16 Bard.
- 17 Eucharist wine vessel.
- 18 To surrender.
- 19 A young antelope.
- 20 To elide.
- 21 Sesame.
- 22 Years between 12 and 20.
- 23 Stone worker.
- 26 Craft.
- 27 Embraced the opinions of one party.
- 28 To place before.
- 30 Bow of a vessel.
- 31 Dandy.
- 32 Cabbage salad.
- 35 Organ of hearing.
- 36 A deck above the spar.
- 37 Pertaining to air.
- 38 Years of life.
- 39 To put up a poker stake.
- 40 Den of a beast.
- 41 Haunt.
- 42 To perforate the skull.

Vertical

- 1 Chimney.
- 2 Neap.
- 3 Dry.
- 4 To allot.
- 5 Linen square used to protect garments when eating.

- 6 Lean-to.
- 7 Mesh of lace.
- 8 Chimney.
- 9 Animal having valuable white pelt.
- 10 Harvest.
- 13 Spiral of wire.
- 18 Ocean.
- 21 Thick bush.
- 22 To attempt.
- 23 Optical illusion.
- 24 Lower exceedingly.
- 25 To stitch.
- 26 Lower or projection moved by some other piece.
- 27 Lance.
- 28 Booty.
- 29 Vowed.
- 31 Receptacle for holy water.
- 32 Auction.
- 33 To bound.
- 34 Air.
- 36 Estimated perfect score in golf.

Yesterday's Solution.



Sole Agents

W. R. LOXLEY & CO.STOP THAT COUGH OF
YOURSwith Mackenzie & Co's
COUGH LINCTUS

THE COLONIAL DISPENSARY.

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Guaranteed to contain the amount
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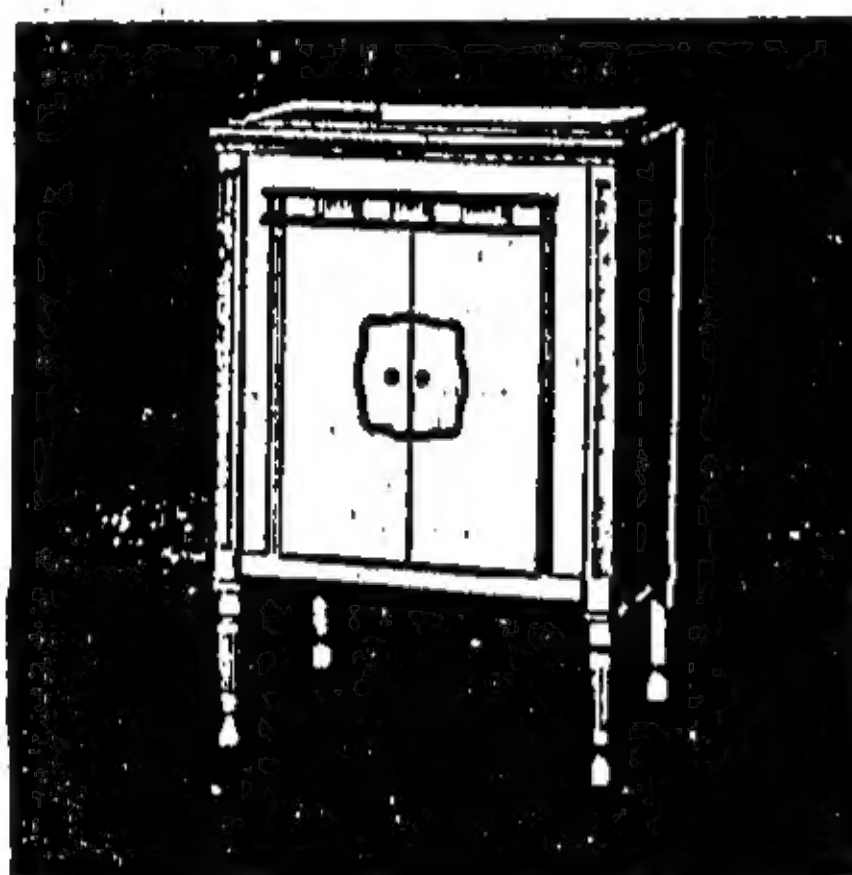
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TO HELP you obtain an Orthophonic Victrola, we have devised a series of budgeted monthly payments. So moderate are these payments, you'll hardly miss them. And all the while you have the use of this most entertaining instrument. You play as you pay!

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—ENGAGEMENT BOOK
—NOW!

Monday, January 14th.

MORNING

10 o/c Buy Personal
Bargains at L.C's.
11 - 30 Coffee with so-and-so
in the Lounge.

AFTERNOON

Look out for Bargains
for the House in L.C's
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"Thrill Week" starts on Monday next.

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The
Hongkong Telegraph

SATURDAY, JAN. 12, 1929

THE COMING ELECTION.

Political circles at Home are at the present time greatly interested in the forthcoming General Election, which it is expected will take place sometime during June. One of the most interesting features of the situation is that there will appear on the new electoral register some five million new women voters, and naturally there is considerable speculation as to how these are likely to affect the political parties at the polling. Labour has been spreading the idea that the bulk of these voters may be expected to figure in its support, whilst followers of Mr. Baldwin have been equally emphatic that, as women generally are conservative in outlook, it is reasonable to suggest a strengthening of the Government vote from this source. The opinion has been expressed by Mr. Garvin, the well-known political commentator, that as most of the new women-citizens are 25 and over, they will vote in quite normal proportions, although as Labour on the whole may be taken to represent the larger families, universal suffrage may give that Party a few more seats on balance. In the South and North, he thinks, the Conservatives stand to gain something by the new system, but it can by no chance become the decisive factor.

On the general question of the probable outcome of the election, Mr. Garvin's deductions are not without interest. He thinks that, although factors may alter, present signs suggest that the Government will lose over a hundred seats—that is their majority—but he does not foresee a total debacle. Available evidence suggests that the Conservatives and Labourites may nearly tie at about 280 members each. Few judges expect Mr. Lloyd George to have more than 50 unfitted followers, a position which would not enable him to hold the real arbitrating power for very long. Mr. Garvin thinks that the Conservatives have been lacking in electoral sense. He contends that they were returned to office by an unexpected reinforcement of Liberal votes, which they could easily have held, but of which they have lost the bulk owing to errors and omissions in domestic and foreign policy. They have harped on the word "Conservative" in such a way as to offend the descendants of the old Liberal-Unionists who have never accepted the name. "In the country, voting as a whole—that is Great Britain and not England only—Conservatives never were, are not now, and never will

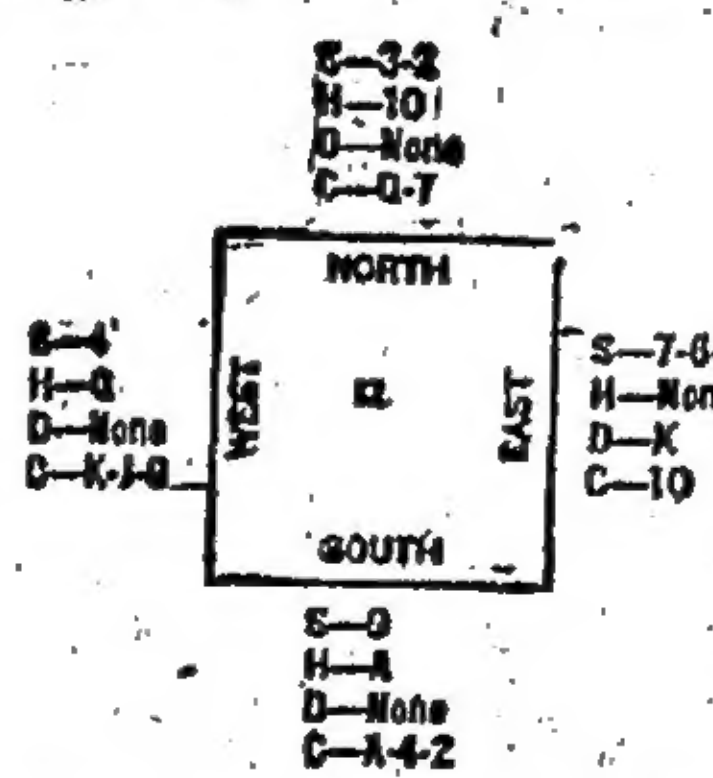
be in a majority," says Mr. Garvin, who adds that they will be far from it under universal suffrage.

It is well-known that Mr. Baldwin and his supporters are staking much on the De-Rating Bill, but opinion has been freely expressed that that measure has been brought forward too late to have any marked effect. Beyond that, Ministerial spokesmen have had little to say of late, excepting to dwell on the achievements of the Government, to some of which they can with every justification point with pride. But, as Mr. Garvin says, there is no gratitude in politics, and this line of talk is not likely to carry much weight with the electorate. The public is more interested in future probabilities and promises than in past history, and the Party which puts forward the best and most reasoned appeal is likely to make the widest appeal.

Street Offences Law.

Little exception can be taken to the report of the Committee appointed by the Home Office to inquire into the law affecting street offences, which, issued as a White Paper, appears elsewhere in this issue. It leans towards modern opinion in pronouncing for the repeal of the present law in Britain, and the substitution of a simple enactment impartial in the matter of sex, uniform throughout the country, and operating without labels of character for accused persons. Generally speaking, the common-sense point of view has been taken, though we feel the Committee could have gone a little further with general approval. The difficulties are obvious, however, and they have been content to lay down general principles. It is pointed out, for instance, with regard to the right of the public to use the streets without having their sense of decency affronted, that what might affront or distress the hypersensitive might merely amuse the cynical, or be a matter of indifference to the callous. They state as their opinion, therefore, that legislation to be effective must have regard to the sensibility of the average man and woman. The recommendations are directed to this end, and it is insisted upon that the evidence of one or more of the persons aggrieved shall be essential to a conviction for frequenting, but "impertinently" which incidentally does not seem to be well defined, may be proved by Police evidence alone. It might be argued that the opportunities for individual error are still large as the result of generalities; at the same time, the public would rather run any risk attaching thereto, than agree to further regulation of their lives, which are already covered at almost every point, and has largely been the cause of the increasing friction between the public and the police. It is probable that a good deal of the ground covered will be re-traversed by the Royal Commission now inquiring into police methods, and that the Home Office will await this further report before coming to any decision regarding the recommendations.

BRIDGE POLICE



There are no trumps, and South has the lead. North and South must win four of the five tricks. Lay out the cards on a table, as shown in the diagram. Study the situation and see if you can find a way for North and South to win four tricks.

The Solution.

The object in this problem is to establish, with minimum loss, the strongest suit.

South leads a small club, which West wins with the king. Thereafter, any lead by West will give North and South a trick in spades, one in hearts and two in clubs. If West prefers not to play the king of clubs on the first trick, North then plays the queen. North next leads any card, South taking a trick each in spades, hearts and clubs.

The essential point in this problem is that South open with the small club. The problem also suggests another point, and one known

DAY BY DAY.

THE PAIN OF DISPUTE KICKED BY MUCH ITS UTILITY. ALL DISPUTATION MAKES THE MIND DEAF; AND WHEN PEOPLE ARE DEAF I AM DUMB.—Joubert.

The Ben Line s.s. Benalder, from Singapore, is due here on the 17th instant.

The P. & O. s.s. Karmala, from Hongkong, arrived at London on the 10th January at 2 a.m.

Tenders are invited for the Tai Hang development road construction and contingent works.

It is notified that, His Honour the Chief Justice has ordered that the next Criminal Sessions shall be held on Monday, the 21st inst.

Commander George Francis Hole, R.N. (Retired) having returned to the Colony, resumed duty as Harbour Master on the 14th inst.

His Excellency the Governor has reappointed Dr. G. D. R. Black to be a Member of the Dental Board for a further period of three years.

His Excellency the Governor has appointed Captain A. J. L. Whyte, Royal Engineers, to be his Aide-de-Camp, and Mr. W. R. Scott to act as his Private Secretary.

The forthcoming wedding is announced of Mr. J. D. Marques, clerk, Kowloon Dock, residing at No. 11, Ashley Road, Kowloon, to Miss E. M. de Souza Alvares, No. 29, Ashley Road, Kowloon.

The fitting out of the s.s. Op Lee and the s.s. Tai Lee with wireless installation will be completed during the early part of next week, thus bringing these vessels in line with others on the river service.

"The Wolf's Trail" is the title of the feature attraction to-day during the 2.30 p.m. matinee performance at the Star Theatre. Tomorrow at 2.30 p.m. Sir James Barrie's famous story "Peter Pan" will be screened.

The Observatory returns for December show that the average mean temperature was 65.6, the highest being 78.8 and the lowest 63.7. There were 216.8 hours of sunshine whilst the rainfall was only 0.020 inch. The average humidity was 72.

The forty-first ordinary general meeting of shareholders of the Hongkong Land Investment and Agency Co., Ltd., is advertised to take place at the offices of Messrs. Jardine, Matheson & Co., Ltd., on Tuesday, February 6, at 12.30 p.m.

Tenders are being invited for the construction of all necessary embankments, cuttings and retaining walls, bridges, etc., for the first section of the 10-foot path to Cape d'Aguilar Wireless Station, over a length of approximately 1,000 yards.

"The Way of All Flesh," a powerful drama starring Emil Jannings, is being screened for the last time to-day at the Queen's Theatre. Other films also having their final showings to-day are "Safety Last" at the Star, and "On Your Toes" at the World.

Two lots of Crown land are to be offered for sale at the P.W.D. offices on the 28th instant. Both are situated at Mong Kok Tsiu. They are Kowloon Inland Lot 2169 (area 2,145 square feet, upset price \$4,830) and Kowloon Inland Lot 2170 (area 8,840 square feet, upset price \$13,250).

The engagement is announced of Mr. Hugh N. Moran, Police Headquarters, Hongkong, eldest son of the late Mr. and Mrs. E. J. Moran of Liverpool, and Miss May A. Snook, youngest daughter of Mr. and Mrs. G. F. Snook, 22 Grange Road, Canonbury, London, N. 1. The date of the wedding has not yet been fixed.

The many friends of Dr. Eugene L. de Souza, L.M.S., M.B., B.S. (H.K.) including a number of eminent local medical men, were entertained at a tea dance given on the roof garden of the Peninsula Hotel yesterday afternoon. The occasion was the birthday of Dr. Souza and the guests numbered over a hundred.

among all good bridge players. Almost invariably, when the ace and queen are in separate hands, and the king-jack-ten with the opponents, lead the ace and then a small card up to the queen. Or, as in this case, where the hand containing the queen has only one additional card of the suit, lead a small card up to the queen before leading the ace. By following this rule, the chances of making two tricks in the suit are considerably greater than if a finesse, or any other means, is attempted.

ACROSS AMERICA.

Feature of a Railway Trip.

Hermetically sealed, I travel through some two thousand miles of America's finest scenery. I am sealed within a contrivance of steel and plate glass, within which are many other people, also sleeping bunks, dining cars and so on. In short, it is a train, a very long train, on the Denver and Rio Grande Western, which to any reasonable person should be a name to conjure with.

In this immense and sinuous box of steel and glass, warmed by steam, it is quite impossible to get any fresh air. Negro Pullman porters are leagued together to prevent any struggling and stifling Englishman popping his head out of the window. Americans may like the open air, but they like it in its proper place. They cannot stand it indoors.

Thus one passes through the savage heart of the magnificent wilderness breathing an atmosphere only fit for orchids. One plunges through roaring canyons and sees nature unfolding herself in her most majestic moods—and feels like a goldfish in a bowl of over-warm water. The hills roll by for hundreds and hundreds of miles, but though they seem near enough to touch, one might be looking at a coloured photograph.

I envy the gangmen on the line, groups of whom we pass from time to time dressed in every variety of he-man costume. We pass by in the wilderness, but they can feel it, and I can't. I want to cry aloud, "Air, air, my kingdom for some air." I say as much to coloured porters, but it is no use. They don't understand a man who wants air.

There is, of course, the observation platform, but even if one obtains a seat on it, it is not practical to travel day after day on the rear of a train, quite apart from the matter of coal dust which sprays from the engine. There is lunch to be thought of, and dinner, also one decides to write letters—and doesn't.

Even if one has a private compartment the problem is not solved. The porter, seeing that he has a desperate case to deal with, opens a window wide and replaces it with a screen of fine mesh to keep out some of the dust. Through this the scenery appears as through smoked glasses. At sixty miles an hour a gale comes in that sweeps the compartment. At high altitude the air rapidly becomes too cold. One closes the window, pinching one's fingers—and the steam heat soon makes the compartment too hot. The porter declares that the heat is turned off, but there must be a leak somewhere. And so one wanders back along a quarter of a mile of swaying cars to try to find a place on the observation platform.

However, it all passes the time, and whenever we stop at a station I am out as soon as the porter opens the door, to pace the platform and breathe the air. A wonderful journey. Pikes Peak is left behind and we go south to Pueblo, to feel our way through the Rockies. Then a right-handed turn and we are heading for the Far West.

Twenty miles or so past Pueblo an amazing sight appears. It is a genuine cowboy, riding along a trail with an escarpment of bare mountain as background. So picturesque does he look that one feels the railway company must arrange for him to ride there as the train passes.

The long train climbs steadily up into the mountains. Canon City comes (altitude 5,344 feet). Here is the state penitentiary of Colorado; and this is where four prisoners, hidden up to now, get off. An open motortruck is waiting and handcuffed in pairs, the four climb in. They look very ordinary. Small stuff, a conductor on the train tells me. The Under Sheriff climbs in behind them. I have seen the same sheriff on western films many a time, and am glad to meet him. It is a casual party.

A few moments later we pass the penitentiary. It looks pleasant from the outside, though behind it the bare flank of a mountain serves as one of the prison walls. Nobody could climb it. A large Negro is serving water from a spring just outside the prison. He is a "trustee" serving a long sentence and is allowed to serve spring water to tourists, thus making quite a fine income. He waves cheerily and grins to one of the attendants on the train. Things might be worse with him. There comes the great moment when we roll through the Royal Gorge of the Arkansas, the deepest canyon through which any railway runs. For ten blessed minutes the train stops so that we may alight to admire the view. There is air as well as majesty. The red

granite cliffs are said to rise to a height of nearly 3,000 feet. It is difficult to believe that they are so high as this. But as a canyon it is a very real one.

So through the long day. Mountains and canyons, gulches and rivers, with the scenic attendant in the dining car telling us all about it. We climb steadily up to the Tennessee Pass, which is over 10,000 feet high—the Continental Divide. We are on the Pacific slope.

Late that evening, the scenic attendant invites us into the observation car, where the lights are turned out. We are passing through the splendid canyon of the Colorado River, sixteen miles of magnificent scenery faintly lit by a moon hanging somewhere behind one of the peaks. It seems to be the perfection of all that canyons should be, and through it runs that same river which many hundreds of miles away flows through the Grand Canyon. It is tantalizing not to be able to see more of what we are passing through.

So into the night. I lie on a shelf, a broad comfortable shelf, supplied with pillows, mattress and the rest, within this flying box of steel and glass, and I realize vividly that through the hours of darkness we are repeating what we have been doing all day—roaring through canyons, beneath the towering peaks of mountains, over bridges and turbulent streams, the searchlight on the great engine picking out its way along the twisting path through these tumbled ranges. The grade is mostly downward now, and we travel rapidly, swaying. One lies, a tiny person, absurdly clad in pyjamas.

Sometime in the night we slip from Colorado into Utah, and toward noon run into Salt Lake City. Why, I do not quite know, but this has always been one of the names on the United States map which has most attracted me.

It is very well laid out, with broad avenues. In its late autumn foliage it has rather a wistful air. I think the state Capitol is by far the most impressive sight. A fine building, with its great dome. The front facade faces the city. The rear looks out onto a stark mountain range, rising close at hand. Front door in civilization. Back door in the wilderness. I am delivered at the station with five minutes to spare. Price of drive and lecture \$2. Imagine seeing Salt Lake City and hearing all about it for \$2!

The Southern Pacific takes us in charge and we proceed to Ogden, Utah's second city. Outside the station a photographer has a large tripod camera pointed down the wide main street, which is closed by a high mountain over which mist is swirling. It seems a very patient business. I learn that he is doing this for the picture postcard industry. Since the last photo of Ogden was made a new hotel has risen on the sky line, which puts previous records out of date. So this photographer has come all the way from Salt Lake City to take another view. The mist clears slightly, he takes his view, and the new hotel is given to fame. The artists will make up any deficiencies, he explains.

For thirty miles the railway runs across the mysterious waters of Great Salt Lake. The water is a pearly blue. Nothing lives in it except tiny shrimps. One cannot see any shrimps, but on the water are many fat little birds of the water-hen type. To the north and west of us are high mountains, softened by haze. Travelling over the lake on a train is an experience which one thoroughly appreciates. The Southern Pacific calls it "Going to Sea by Rail," a pretty idea.

We enter on the Nevada desert! The beauty of that desert in the afternoon, the soft colours of rock and sand, sky and mountain! Veteran travellers in these regions tell me that you soon get tired of looking on deserts. They may be right, but I think it would take a long time. Nevada, with an area of 109,000 square miles, has a population of only 77,407.

They talk, of course, of irrigation, and some day, no doubt, these astonishing people will try to make this desert fruitful, as they have done others. I find no desire to wish them success in any such enterprise. The deserts are much too beautiful to be spoiled by crops. America should cherish her wild spaces. In some of her city parks you will see the sign "Keep Off." I should like to lay the foundation stone of an immense sign bearing that legend on the Nevada Desert.—Collinson Owen in the Christian Science Monitor.

IF YOU ARE NOT
ERSKINE GETTING THE BEST
 OUT OF LIFE
BUY AN ERSKINE
 THE HONGKONG HOTEL GARAGE
 QUEENS ROAD ... CENTRAL

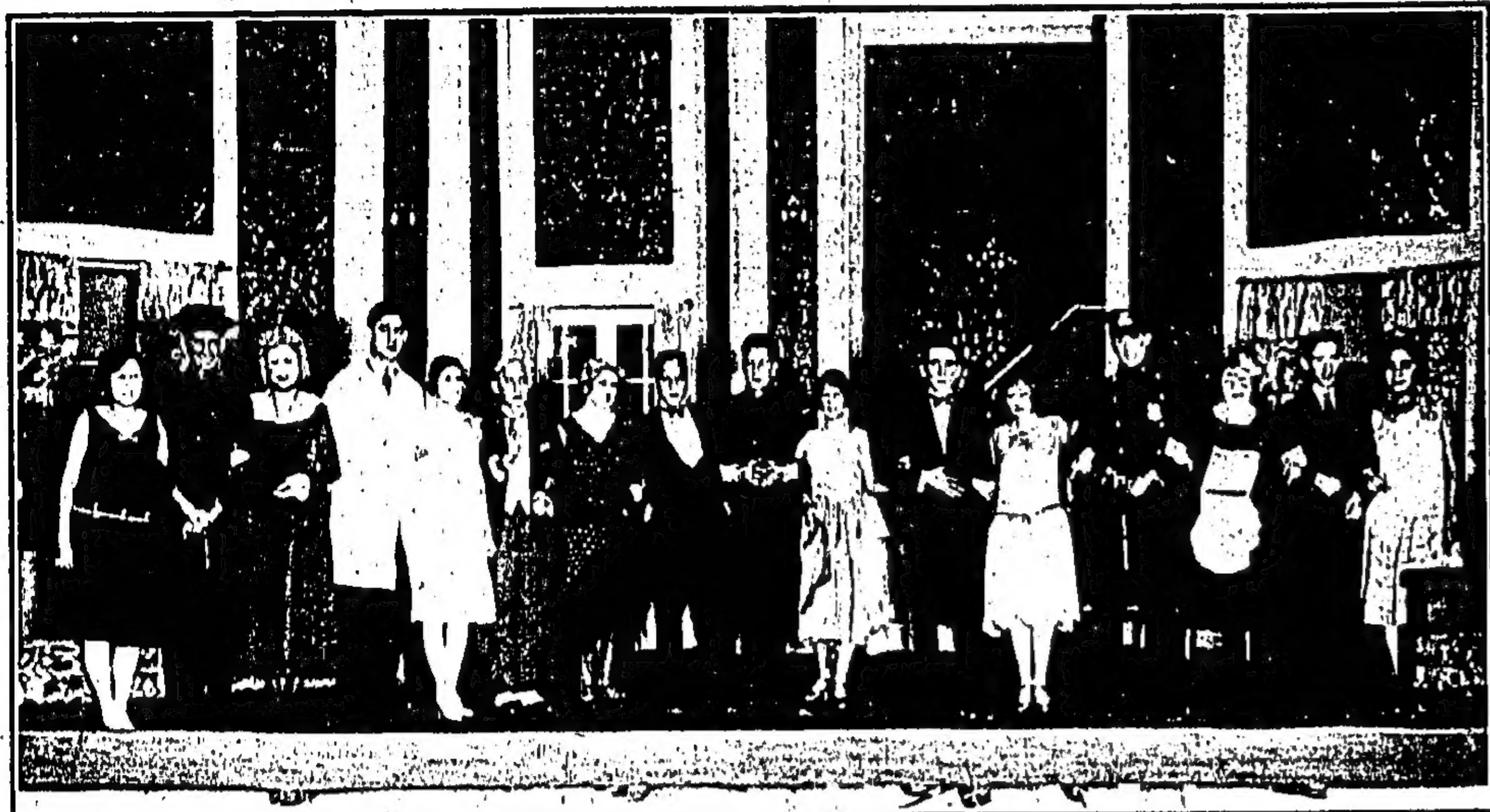
Hongkong Telegraph

Pictorial Supplement

January 12th, 1929.

TO OUR READERS

We shall be pleased to
 receive photographs of
 interest, for reproduction
 in this Supplement.



The Recreio Amateur Players produced "What Happened to Jones" at the Star Theatre on Tuesday and Thursday. The above photograph shows the entire cast—all of whom are to be congratulated on so successful a production. (Photo: Mee Cheung).



British and Indian army officers who took part in the annual hockey match during the Christmas holidays. The match was played at Kowloon. (Photo: A. Leung).



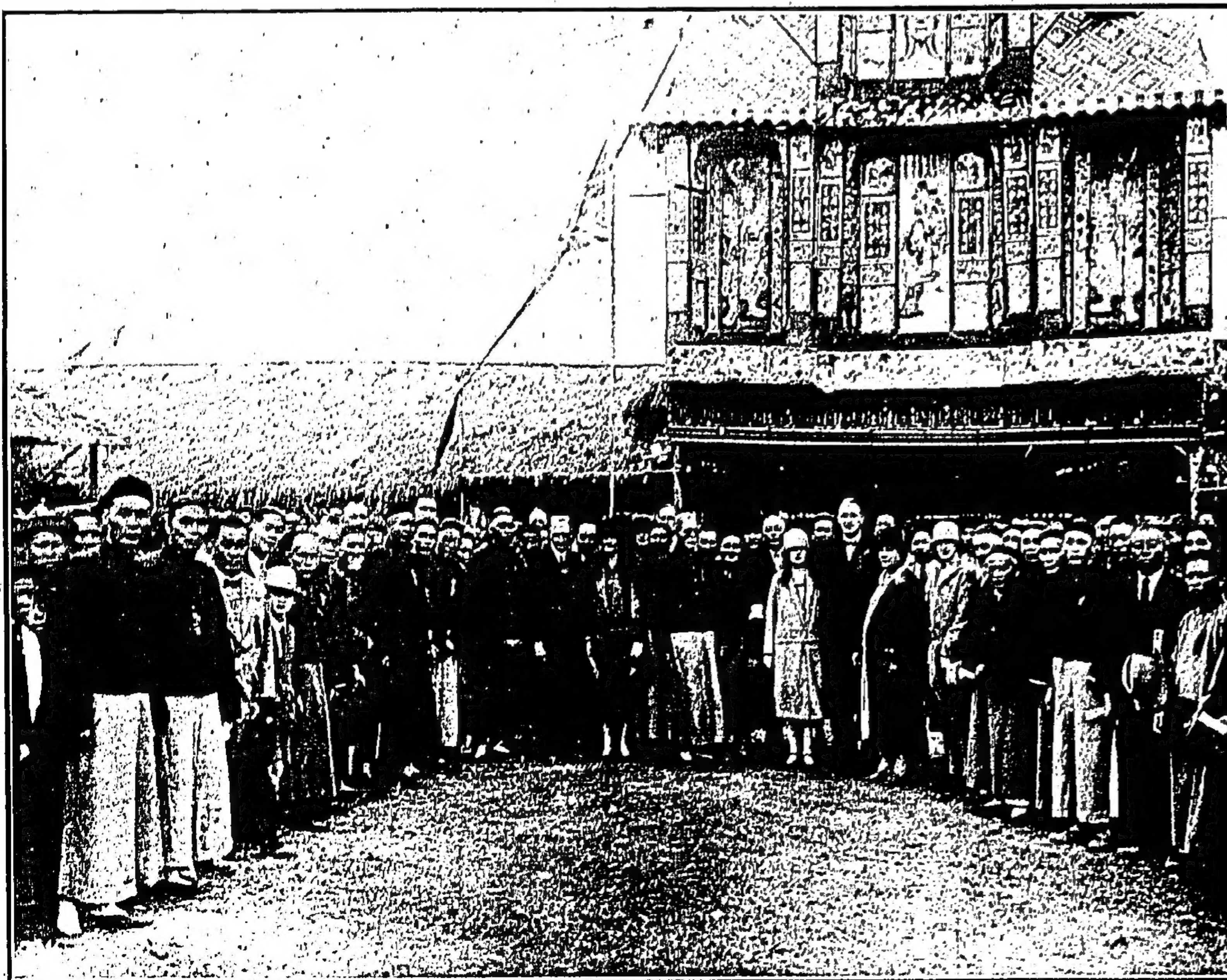
The world-famous vocalist, Madame Galli-Curci, who is to give a concert in the Theatre Royal on March 25th.



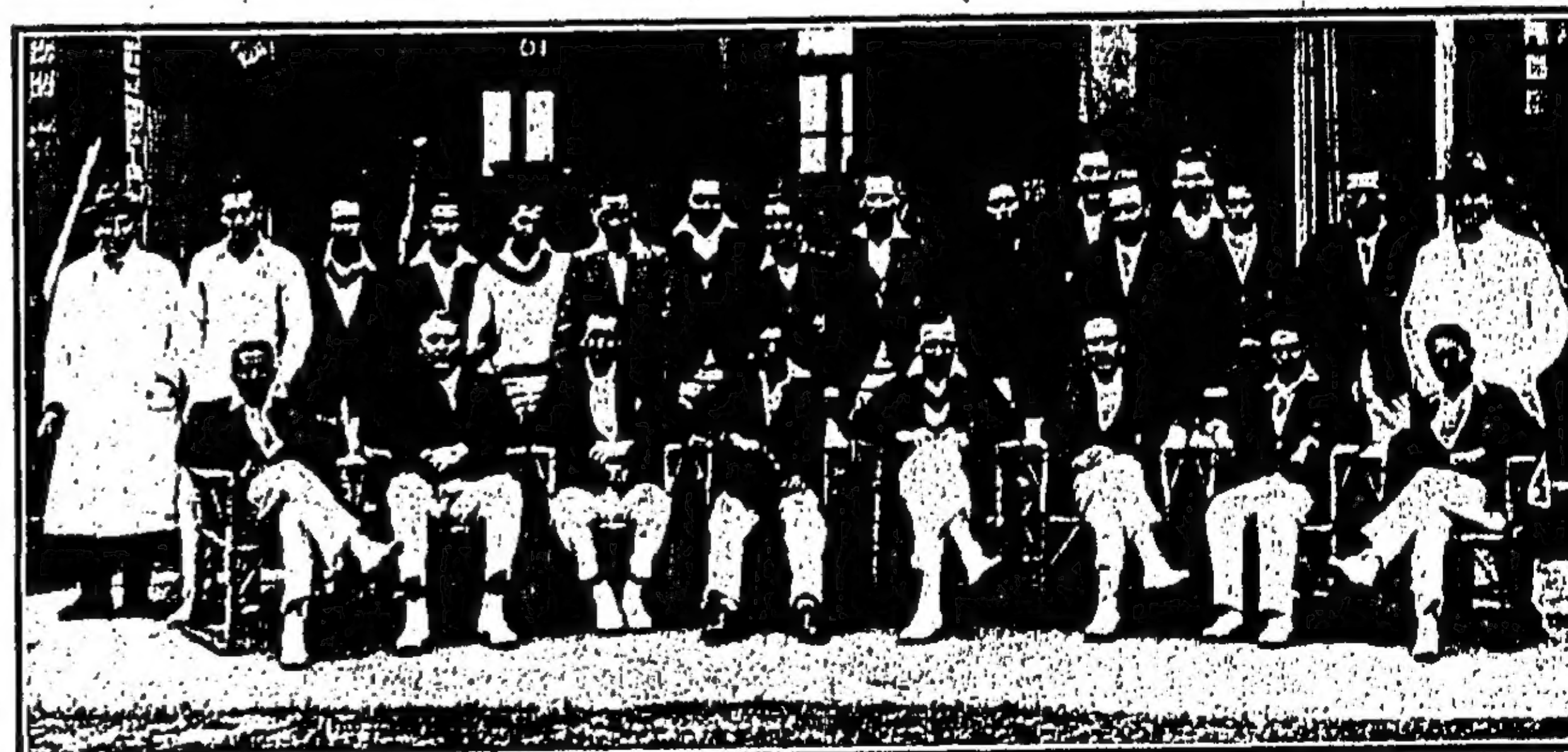
St. Andrew's Day was observed at Eton with the customary celebrations, one of the main events being the annual Wall Game between Collegers and Oppidans. Our photograph shows the game in progress, and a view towards the College buildings, with the Chapel in the background. (Photo: Times copyright).



The famous danseuse, La Argentina, who is appearing at the Theatre Royal on February 15th.



H.E. the Officer Administering the Government and Mrs. Southorn, Sir Robert and Lady Ho Tung, the Rev. H. R. Wells and other officials photographed at the opening of the New Territories Agricultural Show at Sheung Shui on Saturday last. (Photo: Ming Yuen).



Members of the University Cricket Club and the Kowloon Cricket Club who met in a league fixture last Saturday. The match was drawn. These teams are two of the strongest in the League. (Photo: Mee Cheung).



Yet another local Chinese football team has been organised, under the Wah Keung Athletic Club. The team has already played several friendly matches. (Photo: A. Leung).

PICTURESQUE KWANGSI.



Unusual rock formations on the bank of the Tuh River, Kwangsi Province. They are fantastic in shape and many of them rise majestically right from the water's edge to a lofty height. Some claim that this used to be the site of a great inland sea.

FOUNDING THE BOY SCOUTS. FAMOUS SOLDIER TELLS OF EXPERIMENT.

(By Sir Robert Baden-Powell.)

Twenty-one years ago the acorn was planted on Brownsea Island, in Dorset, in the shape of a little group of 21 boys.

These were taken from all grades and places. Eton, Harrow, East London, and village homes sent their sons. They were well mixed up and put into camp together to learn things: that is, through practising the life of backwoodsman and the arts of the jungle they picked up health of mind and spirit as well as of body, and they learn the great art of playing the game, of playing to the rules with fairness and good temper, and of playing for the side and not for self.

It was a rough-and-ready experiment. In the hands of "boy men"—that is, of leaders with sympathy and understanding—it panned out a success. One of those pioneer leaders in that absurd adventure is still up of the veteran leaders in its big advance, Mr. P. W. Everett.

A cheap explanatory handbook was next produced. Before many

only in the United Kingdom but in most of the countries and Dominions over seas.

Thus the training has been brought to the doors of the scoutmasters with a definite standard to aim for and with the readiest steps for getting there.

Developments have gone on in training the senior or Rover Scouts, whose duty it is to take up some definite form of service for the community. We have, too, our Sea Scout branch; and also a branch dealing with the physically, mentally, and morally defective, whose participation in scouting is bringing them a new atmosphere of health and happiness-giving occupation.

Our migration department is placing over 80 boys a month in better openings over-seas than they would find within the limits of the old country.

More especially we are getting hold of the slum boy, and by de-



months were passed boy: in different parts of the kingdom had been reading it and had taken up scouting for themselves. Thus the start was automatic. And girls too took it up to the extent that we had to form a special organization, the Girl Guides, for them.

Thus from the one acorn there grew up untended a plant with two stems; and the girl-stem grew almost faster than the other. So that her tree is to-day bigger by 90,000 than that of the boys.

Then came the war. The Scouts proved themselves. Their services in coast-watching, guarding communications, alarm posts, Government and hospital orderly duties, etc., are too well known to need repetition. Ten thousand of them laid down their lives at the front.

In spite of this blow, the oak tree went on growing. It pushed its roots, the deeper and more widely into the soil not only of England but of the Empire as well. It developed itself in many directions. The training centre for officers established at Gilwell Park, in Epping Forest, was unique in its methods of education, and has now supplied trained instructors able to form training camps for officers not

developing his character and abilities are giving him hope and opportunity for making his life a success.

In Africa and India, Burma, Ceylon, and the West Indies the boys of the country are linking up through scouting in a new spirit of understanding with their white brother subjects of the King.

In these and other ways our tree is growing in bulk and value.

But beyond this also it has spread its branches far and wide until, in addition to the British Empire, they overshadow some 42 foreign countries and embrace a brotherhood numbering to-day a million and three-quarters of active members. It is a brotherhood in something more than name, since the boys interchange correspondence and visits. Over 7,000 British Scouts are visiting their friends across the Channel this summer, and troops from five different countries have recently been in England.

And this means millions more of men in the population who have been trained as Scouts in the same ideals of mutual peace and good will. These again are backed by the Girl Guides with like aims among the women voters and nation-leaders of the future.

AN EARL'S PHILOSOPHY.

MAKING THE BEST OF LIFE.

(By Lord Longdale.)

How is a young man to make the best of his life?

Perhaps the first essential is that he should know himself. To make for his own happiness and completeness he should be able to gauge his capabilities and his limitations.

He should have a sense of humour and wholesome adventure, a sense of values, and a toleration of everything short of the intolerable.

Life is not easy; but then, neither is cricket. The "rabbit" does not drop cricket because it is difficult. He loves the game too much.

Moreover, he knows he will ultimately come out on top if he practises keeping a straight bat. There are quite a number of nasty balls to play in this game of life, but mastery of its technique, coupled with courage, will enable the young man who is worth his salt to score many a boundary.

Do not, then, be afraid of life. I admit this is difficult in a post-war age that dabbles so much in morbid psychology, but it is the orthodox healthy outlook that yields most satisfaction and contentment.

You are ambitious? You desire success? How best can you attain it? Why, by being sure first of all that you are qualified to make success.

That is not a matter of being brilliant; it is in having a capacity for work. Please do not think I want to preach. I want to inspire.

You will make mistakes, of course. We all do, and we should all be grateful that we do, for it is only by our mistakes that we learn discrimination.

There is no need to feel that your education is inadequate. The old platitudes that the School of Life is the best is perfectly true.

Success does not care a button whether you are Oxford, Cambridge, or Brick Alley. Cambridgeshire, or Brick Alley, Cambridge School so long as you are made of the stuff that determines to woo and win her. Strive to conquer but do not stoop to crush.

Let your steed be shod with fire, but do not let it become overheated. And, of course, when success comes, you will be too much of a sport to forget those who helped you when you were in want.

Search for the beauty in life. There is a good deal of it to be found if only one takes the trouble to look. Often this sensitive plant grows beside much ugliness.

But that is only that we may learn contrast. A sense of beauty will give the power of vision, which quality teaches one tolerance, understanding, sympathy, and keeps one from committing the one great sin of unkindness.

These qualities, in their turn, will give you many friends. Friendship is as precious as the proverbial rubies.

Cherish sentiment, but not false sentimentality. The man who boasts of being so "practical" is showing up the poverty of his mental and spiritual outlook.

One may see here a true League of Nations in the making. A League where the spirit of good will from the heart prevails and not one brought about for protection through fear—the dread of war.

The surviving members of the acorn of Brownsea Camp of 1907 are beginning to-day to realize the phenomenal yet healthy growth which their tree has made in this short space of years.

In August 1929 it will be possible to see the tree itself, for its members forgo their then in their thousands from all the corners of the earth to celebrate the coming of age of the happy family of the Boy Scouts.

Similarly, the man who daubs sentiment over sordid realities is lacking in a sense of values.

One rather sweet, if old-fashioned, virtue I would commend. It is modesty. In these days of glaring publicity and notoriety it would seem at a discount, but modesty will always come into its own in the long run.

On the other hand, of course, it is not advisable to literally imitate the shrinking violet. My point is simply that a man may, be the eighth wonder of the world, but no one will like him if he goes around shouting the fact. And where is the gain if one is lonely?

I am sure you will appreciate that one can always learn a little more. "How much I knew," says Sir Philip Gibbs, "when I was trying to learn. How little I know now I have learnt so much more!"

Take stock of the other fellow's viewpoint, and he will be more prepared to pay attention to yours. Be careful you do not talk too wise, though, else he may think you overbearing. Nor set yourself up to judge him in any particular, else he will think you a prig.



Chivalry, too, is a splendid quality. Do not think that because shining armour has gone out of fashion and dragons are exterminated, the world has no longer any use for it. Woman may have shortened her skirt and shingled her hair, but if you treat her with consideration and chivalry in the little things you will be as singularly blessed as the knights of old, for she will love you.

You will give women a square deal, too, won't you? They have their faults, of course, so I do not mean that you should flatter the sex unnecessarily.

What I mean is that one should refrain from misogyny and crying from the house-tops that women are "parasites" and so forth before experience of life has given one an opportunity of sorting the true from the false.

Then there is Patriotism. But oh, what crimes have been committed in her name! Love your country because it is a country of which to be proud.

Wars fought with shot and shrapnel, human life and human heartbreak, are neither patriotic nor romantic, neither honourable nor justifiable. It rests with every young man to-day to do his "little bit" in realizing the utter horror and utter futility of human warfare, and to fight against its continuance with all his moral strength.

AN "EMDEN" INCIDENT.

HOW WIRELESS EQUIPMENT WAS SAVED.

Many versions of the destruction of the German "Emden" have found their way into print, but no one has yet managed to clear up in a satisfactory manner several important points. The following version is the story of one who was present, and its authenticity is guaranteed by the position he holds in British shipping circles. Owing to the fact that some of the information has up to now been carefully cherished as a secret of war, the name of the informant cannot be divulged:—

Rising at six o'clock one morning to take a constitutional, an officer attached to the Eastern Telegraph Station on Cocos Island, was surprised to see a four-funnelled battle cruiser approaching. Excitement at that time was at fever pitch owing to the activities of the "Emden".

The "Emden" had only three funnels, but the appearance of this strange ship, was sufficient to the officer, and he immediately called the Superintendent in charge of the station. With the aid of his glasses the Superintendent speedily established the fact that the visitor was indeed the "Emden", camouflaged with a dummy funnel of painted canvas.

A warning was sent from the station, and picked up by a number of war craft escorting a convoy of Australian troops to the front. Among the escorting fleet were the "Sydney" and "Hampshire," the former being despatched to Cocos Island immediately.

Meanwhile, the "Emden" drew shorewards and an armed party landed. Resistance in the face of such powerful opposition was hopeless, and those in the cable house adopted strategy in its stead. The Germans were thoroughly decent over the fact that lay before them, namely the destruction of the cable house, and in as many words said to the occupants, "We are sorry, but this is WAR, and we must destroy your apparatus."

Every particle of the valuable apparatus in the cable house was without further ado smashed.

"Kindly point out your main cable," was the next command given.

With-out the flicker of an eyelash to betray himself, the Superintendent took them to a spot where a thick cable entered the beach. Laboriously the Germans hucked through it. Probably they do not know to this day that they had only cut through an unimportant earth wire, while the main cable lay hidden and intact.

That was strategy number one. Number two was even better.

The Commander in charge of the Germans turned his eye to a towering wireless mast.

"That will have to come down," he exclaimed, and his men set about the work of demolishing it.

A perfectly natural request from one of the Englishmen saved the situation.

"I say," he pleaded, "You are not leaving us much work to do, but that cast will fall across our tennis court and I take it that you will have no objection to its filling in our leisure with a game of tennis."

The German officer sportingly agreed to alter the felling of the mast so that it came down with a resounding crash well clear of the tennis court—with a result which will become apparent later.

At that moment the smoke of a vessel appeared over the horizon. The "Emden" was expecting a coaling vessel and awaited the approaching smoke stack with equanimity.

Shock of his Life.

When it was hulled down on the horizon, Von Muller, the "Emden" Commander, received the shock of his life, for the hull was that of "Sydney" coming as fast as her engines would drive her. How the vessels engaged, and "Emden" went to her doom is common knowledge.

To return to the narrative on shore.

The German party, realising the futility of returning to the "Emden," commanded the yacht "Aisher" belonging to Ross, who was at that time known far and wide as "King of the Cocos Island" and put out to sea, where they came up with a German tramp putting into Italian territory for internment.

When nearing Mossawa on the western shores of the Red Sea, they provisioned two of the ship's life-boats and cast off in them.

After many hardships and encounters with Bedouins they managed to reach German territory.

The hardy fellows on Cocos Island blandly turned their attention to the tennis court, not for a nonchalant game, but to dig up a complete duplicate set of apparatus, which would have been hopelessly smashed had the heavy mast fallen across the court.

A new earth cable was speedily fitted, and within twenty-four hours Cocos Island was again talking to the world.

AEROPLANE IN THE BIBLE.

FRENCH SAVANT'S VIEWS.

A distinguished French savant, M. Louis Baraduc-Muller, after many years of study, has come to the conclusion that the scourge of locusts which St. John saw in his vision, and described in the ninth chapter of the Book of Revelation, was actually the modern military aeroplane, and the sting of the locusts was the high explosive and gas bombs which the aeroplanes drop.

In other words, the beloved disciple had such a deep insight into the future that he foresaw this terrible instrument of war more than 1,800 years ago!

"If St. John's description of the aeroplane seems fantastic there is a perfectly good reason for this," M. Baraduc-Muller says in effect in a remarkable article in a recent issue of the Paris Illustration.

"Suppose a man of the Middle Ages tried to describe a vision he had of a railway train. He would say that it was an enormous caterpillar that moved at tremendous speed and had a horny head, with big, flaming eyes spitting out flames, steam, and smoke, and a red eye in its tail. He would also say that it made a thunderous noise, and shrieked terrifically as it tore along, like a gigantic bird of prey darting toward its victim."

M. Baraduc-Muller begins his interpretation with the first verse of Chapter IX:—

And the fifth angel sounded, and I saw a star fall from heaven into the earth: and to him was given the key of the bottomless pit.

He interprets the star as man's intellectual development, the bottomless pit is the coal, and the steam engine is the key. And so opens the mechanical era.

Verse 2: And he opened the bottomless pit; and there arose a smoke out of the pit, as the smoke of a great furnace; and the sun and the air were darkened by reason of the smoke of the pit.

This is an allusion to the intense industrialization of modern life and the mechanical era.

Verse 3: And there came out of the smoke locusts upon the earth, and unto them was given power, as the scorpions of the earth have power.

Here St. John catches his first glimpse of the aeroplane, which is the supreme triumph of our manufacturing processes, but under the influence of human passions mankind has turned it from humanitarian purposes to evil ones. The effect of a scorpion's bite is very similar to the effect of gas, and so this is a reference to gas warfare.

Verse 4: And it commanded them that they should not hurt the grass of the earth, neither any green thing, neither any tree; but only those men which have not the seal of God in their foreheads.

The respect that these new locusts have for vegetation shows that they are not the ordinary locusts which eat up the fields.

Verse 5: And to them it was given that they should be tormented five months, and their torment was as the torment of a scorpion, when he striketh a man.

This torment refers to poison gas, which often causes a slow and horrible death.

Verse 6: And in those days shall men seek death, and shall not find it; and shall desire to die, and death shall flee from them.

St. John has cleverly chosen the locust in describing the aeroplane, as there is no flying insect that resembles it so closely. He again refers to their method of attack against human beings, the gas being to put them hors de combat perhaps, but not to kill them.

Verse 7 (in part): And the shapes of the locusts were like unto horses prepared unto battle.

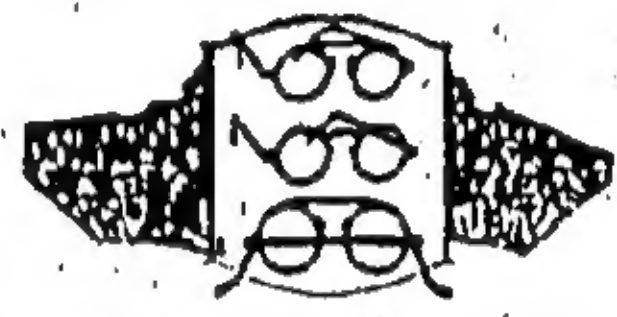
The disciple compares the aeroplanes to horses because they were powerful beasts which furnished their own power of movement, and "prepared unto battle" means military instruments.

Verse 7 (in part): And on their heads were as it were crowns of gold.

He is extremely precise here, and instead of saying they wore crowns of gold, he says they seemed like crowns of gold, which refers to the sunshine falling on a turning propeller.

Verse 8: "And they had hair as the hair of women."—The smoke from the exhaust. "And their teeth were as the teeth of lions."—The two struts of the landing carriage. Verse 9: "And they had breastplates, as it were breastplates of iron."—The light armour-plate used to protect the motors. "And the sound of their wings was as the sound of chariots of many horses running to battle."—The noise of the motors.

M. Baraduc-Muller says in conclusion that if we modern people had never seen an aeroplane, and did not know how it was made, we probably would not be able to give any more precise description than St. John himself.



Are You Enjoying the Advantages of Normal Eyesight?

Eyestrain is often the cause of headaches, nervousness and irritability—ask your family physician. If you need glasses, you are assured of competent, qualified service and perfect, first grade lenses from the 40-year-established firm.

LAZARUS

Hongkong's Only European Optician
13 Queen's Road Central.

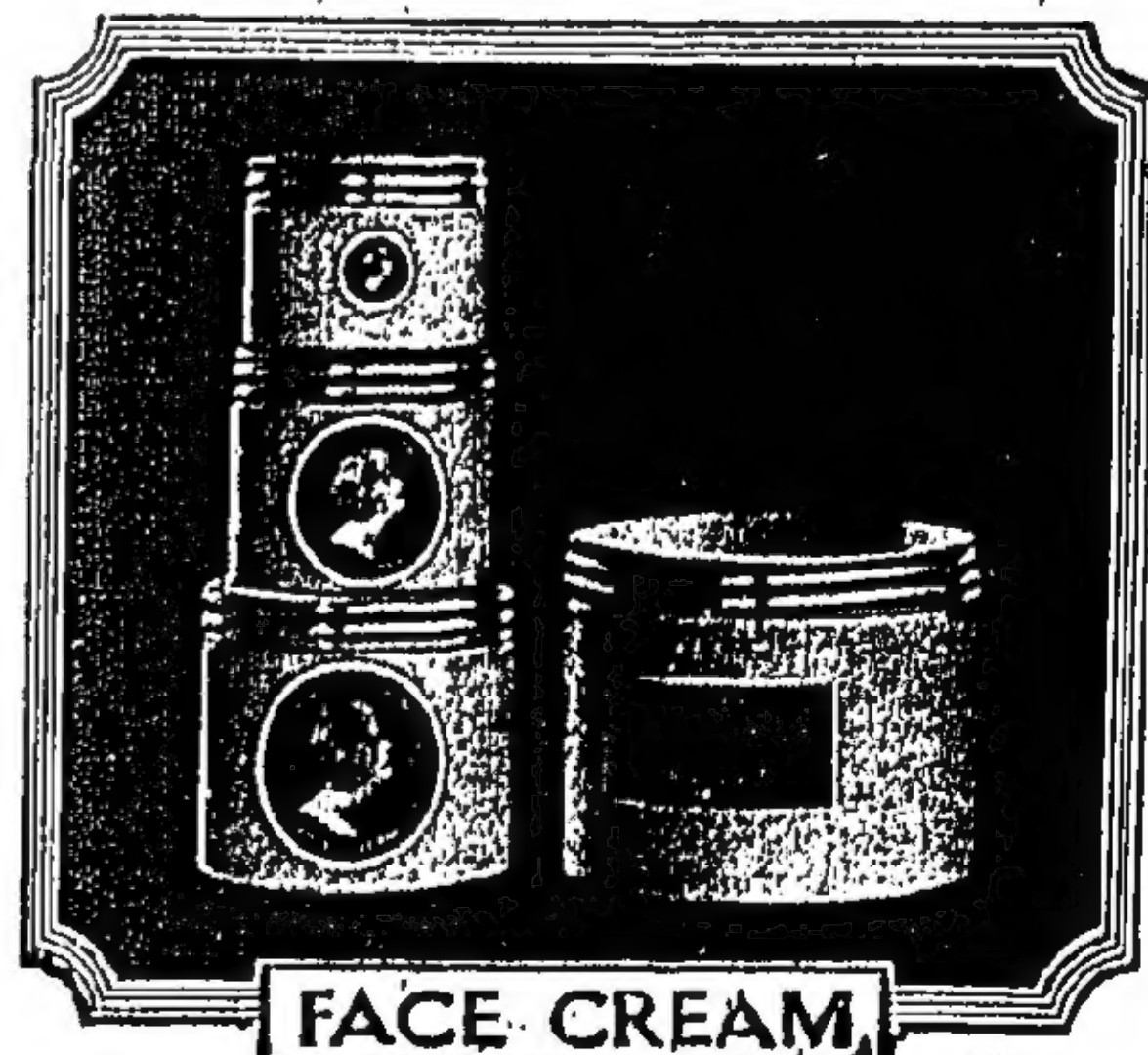
"The rose that lives
its little hour
is prized beyond the
sculptured flower."
—Wm. C. Bryant.

GLADDEN YOUR HOME
WITH FLOWERS

From—

THE CLOVER
FLOWER SHOP
ICE HOUSE STREET.

"The Art of Being Beautiful"



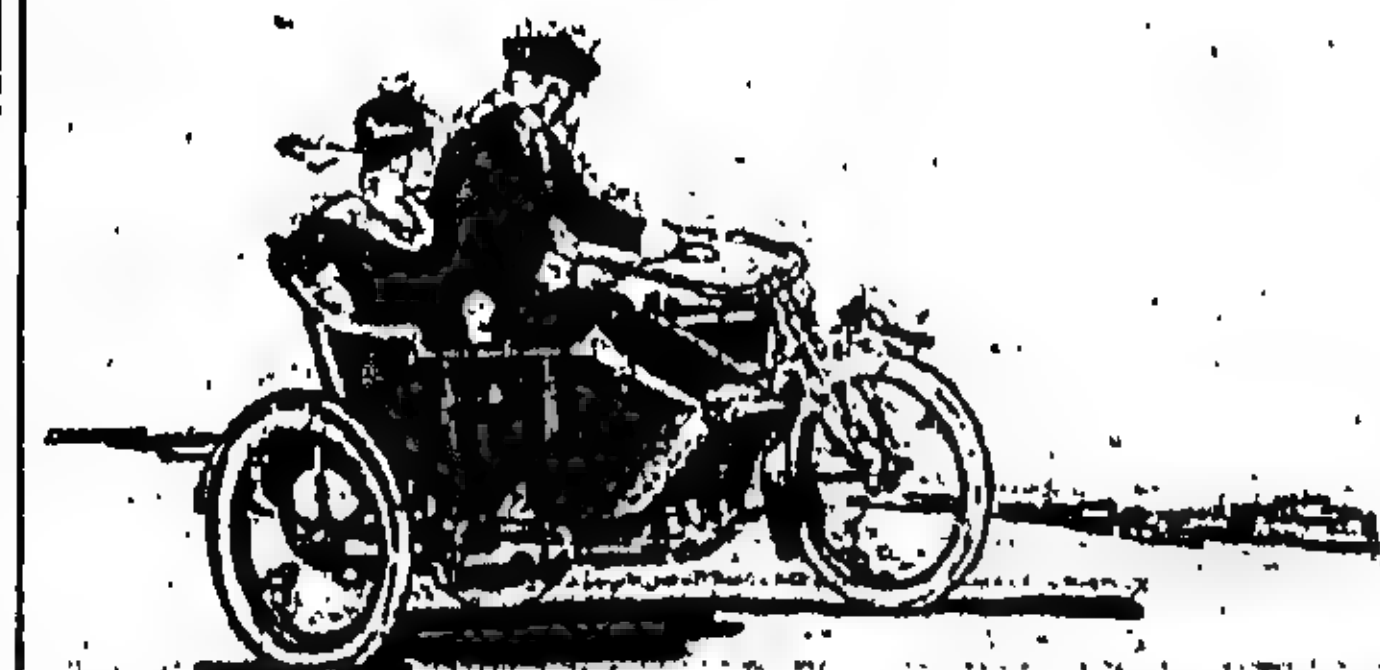
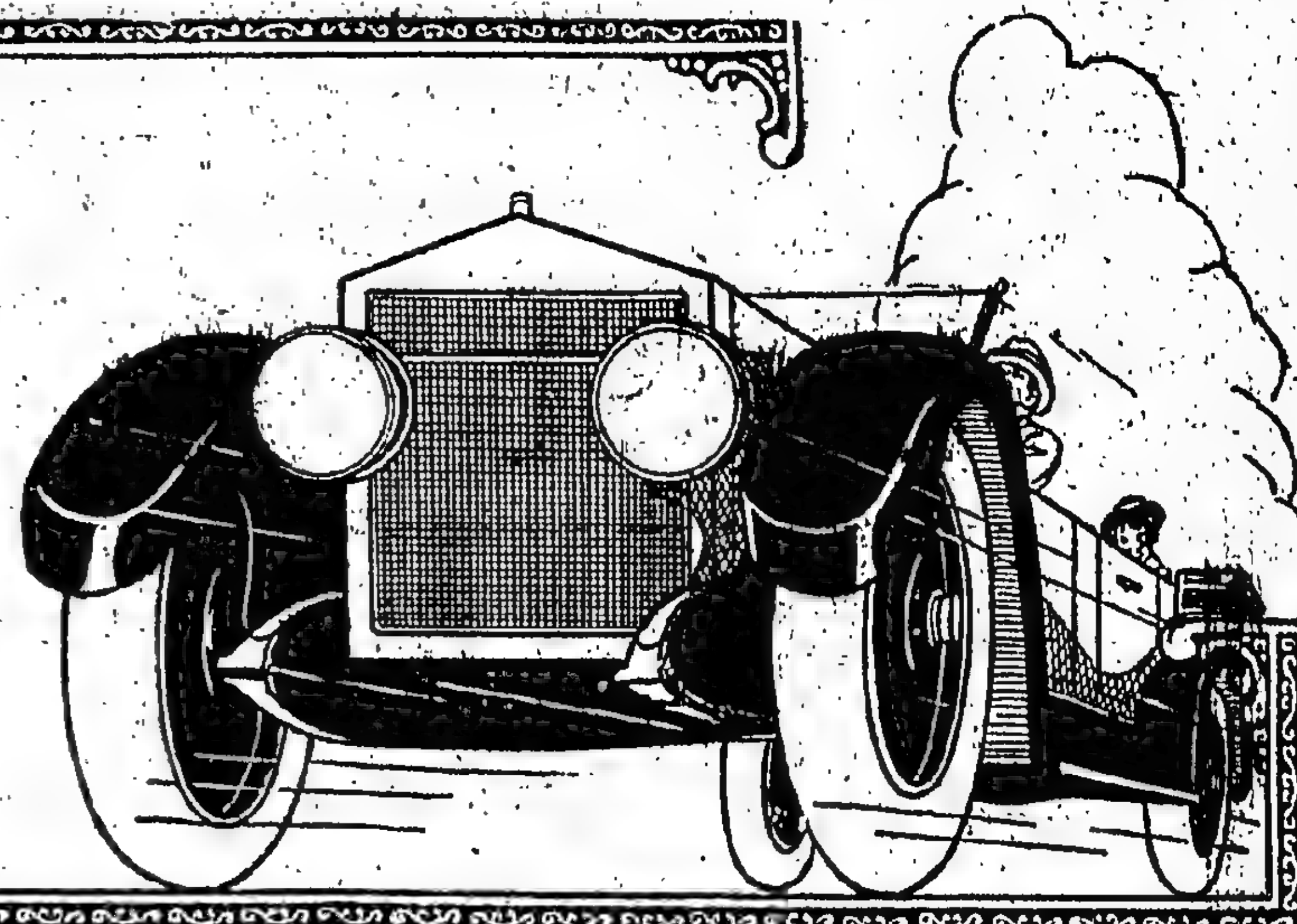
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We carry a full line of Gladys Cooper's
delightful Toilet preparations; also Cyclax
and Elizabeth Arden's.

Perfumery Dept. LANE, CRAWFORD, LTD.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY, 12th JANUARY, 1929.
Being the Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

Remarkable Escape.

Last Sunday's mishap on the road running round the Shatin Reservoir, provided one of the luckiest escapes for the passengers and driver of the car concerned that can possibly be imagined. It was by the narrowest of chances that the car was not precipitated into the reservoir, and had the hood not caught in the only tree bordering the road at that point, there is no doubt but what a terrible accident would have been recorded. The matter is so serious, that we have no doubt but what adequate steps will be immediately taken to ensure that a similar occurrence shall not happen again.

The Cause.

According to the driver of the car, the accident resulted in him pulling over to the left of the road in order to allow another car to overtake him. If such was the case, it would appear that an error of judgment was committed in pulling too far over to the left, although at the same time, there should be no possibility of any vehicle drawing in so far to the left on a loose surface which would not bear even a pedestrian. The risk is greater by night than by day, and it has to be admitted that a very grave danger exists along the road in question.

Road Hogs.

There is also the question of another car desiring to pass ahead on such an obviously dangerous road. We are not acquainted with the actual facts of the case in so far as the passing incident is concerned, but unless the leading car was travelling at an unreasonably slow speed, there should be no reason for any other vehicle desiring to overtake it at that particular locality where the road is not only most dangerous on account of its winding nature, but also for the reason that it is very narrow. Unfortunately, there are some motorists who are not happy unless they pass everything they catch up with, in fact, some of them appear to tear along hunting for other cars to overtake. While that may be quite a legitimate hobby for such people where roads are straight and wide, it becomes a veritable menace to other motorists in certain districts. We think that a driver of any private vehicle, travelling at a reasonable speed, is justified in holding the road, and not giving the "pass" signal when it is obviously unsafe to do so. The numbers should be taken of any overtaking cars which speed by on dangerous stretches of road.

Learners' Licences.

We noticed a case the other day where a lady was said to have been granted her second learner's licence. Why this should be we are at a loss to understand, because surely at the expiration of the first, the holder should have qualified for an ordinary driving licence.

FORD FEATURES.

No. 13—the Carburetor.

The carburetor in the Model A is a simple instrument. It is of the Zenith type, with a new choke rod, simplified and designed to suit the installation on the Ford car.

Instead of using six bosses with bolts to hold the upper and lower castings together, one bolt is placed approximately in the centre of the carburetor. By removing this bolt, the instrument is disassembled. The needle valve and choke rod are placed in line, thereby eliminating a universal joint.

The choke lever is eliminated by a two-in-one construction. A

rotary motion of the needle valve gives the carburetor adjustment an axial motion affecting the carburetor choke for operating.

The main jet is fixed so that at the higher speeds ordinarily used in driving it is impossible to obtain anything but the correct adjustment. However, for warming up, a limited adjustment is placed on the compensating jet, to take care of starting.

This arrangement, which Ford gave to the world on the Model T car, and which other cars are now finding most necessary, was incorporated in the new design. Fixed venturi supply the right amount of air fixed jets meter the fuel through the driving range, and a fixed idle jet measures the gasoline required for idle.

California has 473 automobiles for every mile of improved state highway. This would allow only 11 feet of roadway for each car.

System Wanted.

Although the public hire cars which ply from Chater Road serve a most useful purpose, a system is badly needed which would exercise control, and prevent the existing chaos which prevails whenever anyone desires to hire a vehicle, or when other cars are endeavouring to secure room on the stand. The other evening ordinary motor traffic was obstructed for several minutes while four or five of these public vehicles literally fought for position. Two of the cars even indulged in a charging bout at each other, and judging from the crashes, some damage must have resulted. The same scene is frequently repeated, and it should be impressed upon the drivers most clearly that this sort of thing will not be tolerated.

To and Fro.

Whether any system is supposed to exist, we do not know, but it appears that when one car secures a fare, all the others on the stand commence a backing and forward movement in order to move up one place. This is decidedly bad. It should be possible to devise a scheme which would eliminate this. Possibly the provision of two or three cards indicating "Next Car for Hire" would solve the matter, the signs being handed on each successive car as the first one, two or three, as the case might be, left the stand. Any system would be liable to abuse, but providing occasional supervision be given, and examples made of those drivers who make themselves a public nuisance, better order might be obtained.

Help Wanted.

Another surprising case relating to learner's licences happened in Pender Street recently, when a local motorist was requested to back another car on to the parking space owing to the excuse that the person making the request was only just commencing to drive! He certainly had no right whatever to be in charge of a car in the centre of the city.

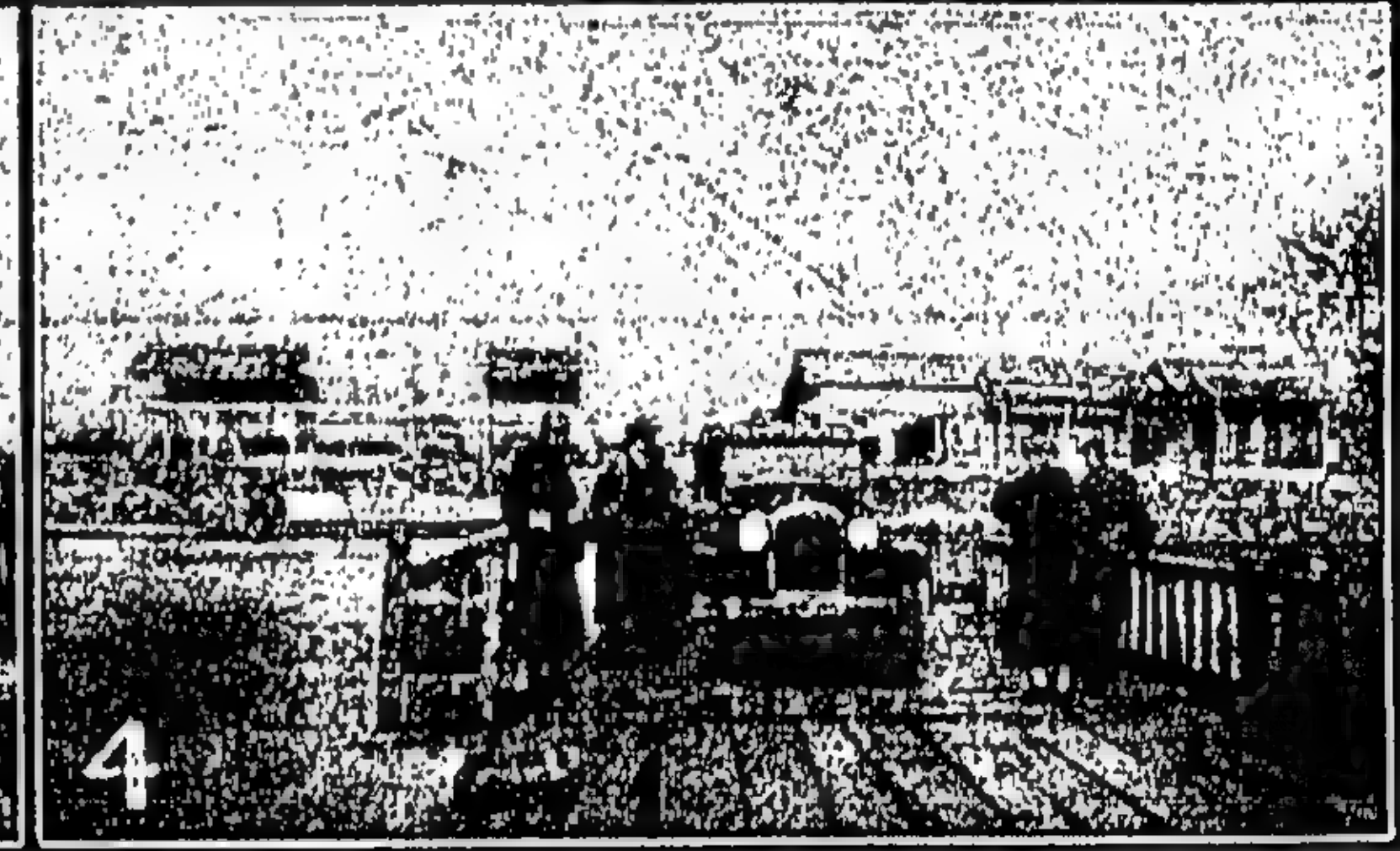
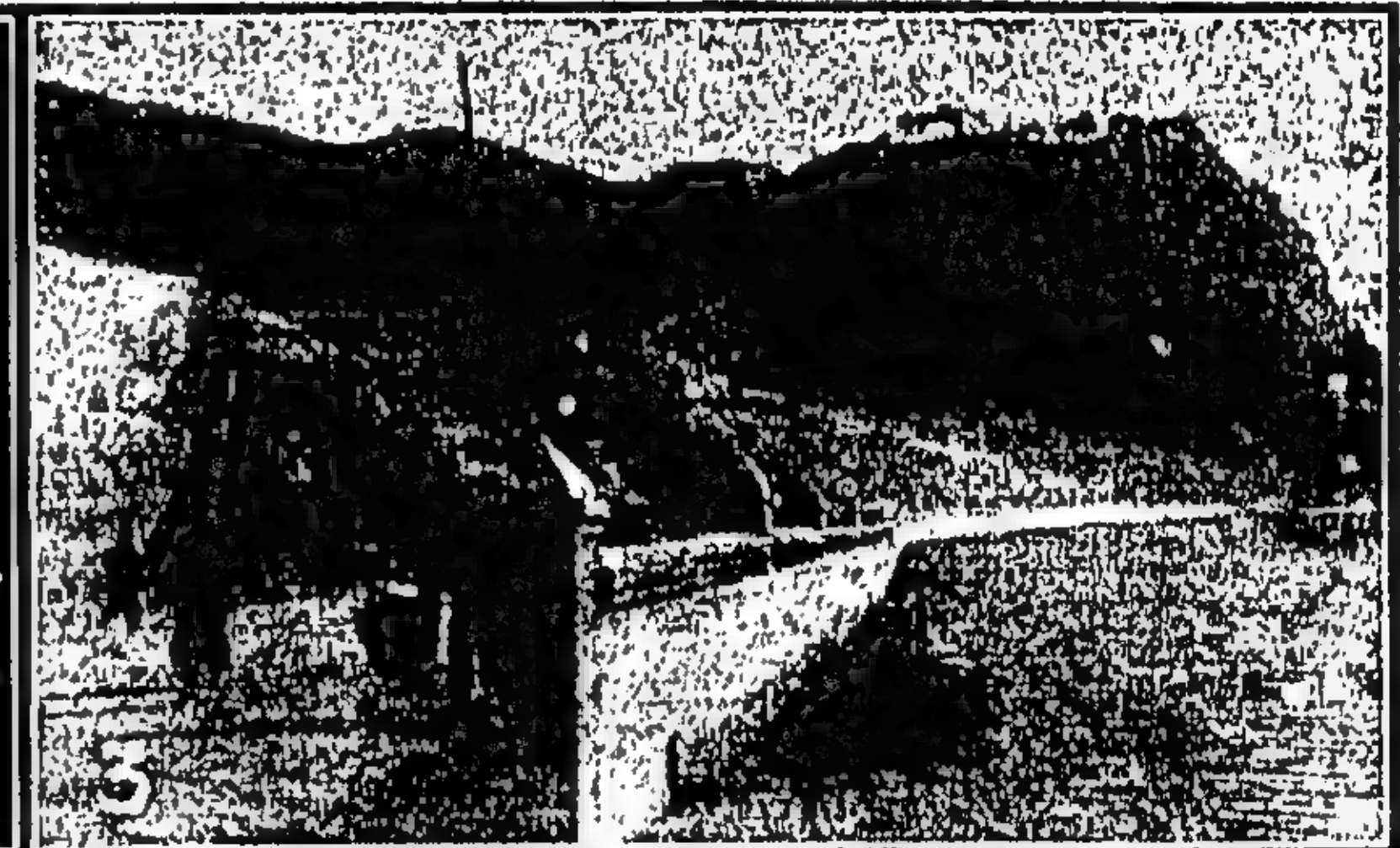
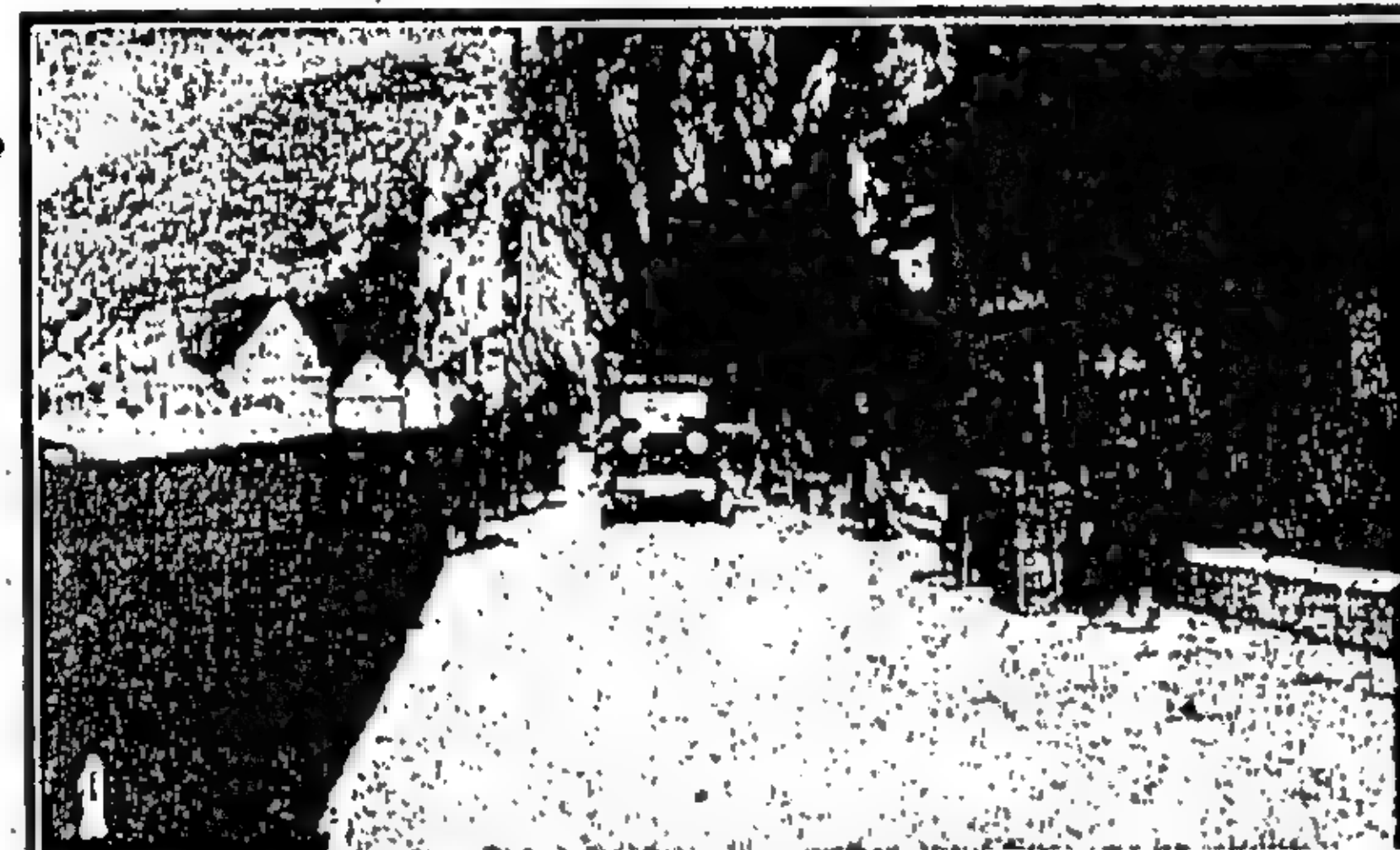
Unlicensed Drivers.

Quite a number of people appear to have recently taken it into their heads to drive motor vehicles before first obtaining driving licences, two or three having been discovered owing to accidents having occurred. In such a place as Hongkong, it is absolutely essential that every driver shall be fully qualified, and we have no sympathy whatever for any person who has to face a charge as the result of his incompetence.

A Light Needed.

We understand that an overhead light is to be erected at the junction of Garden Road and Kennedy Road. This will be a great improvement, for as we have previously pointed out, drivers of cars taking the turning in the direction of Government House, find it extremely difficult to make out the signals of the traffic constable on duty, owing to the lack of suitable lighting.

NEW MOTOR ROADS OPEN UP KWANGSI PROVINCE.



We have frequently urged the building of motor roads in China, and from time to time, readers in the interior have sent us snapshots showing progress being made in various districts. It is most gratifying to know that local authorities, as well as leading residents, appreciate the great importance of motor vehicles as an aid to trade and prosperity, which knowledge has prompted the inauguration of the present road-building programme.

It was indeed a beautiful cold morning when we started out in our car to investigate the new automobile roads going to the Hunan Province border from Kwei Lin City in Kwangsi. As we started we were rather discouraged because of the many bumps that we experienced in the early morning hour, yet as we progressed we were exceedingly gratified and were ready to congratulate the Kwangsi Government on the good start that they had made. The road north of Kwei Lin leads right up to within six li of Hunan Province. Sixty li north of Chau Cheo City the road is not so good and has no regular bus service, but between Kwei Lin and Chau Cheo a distance of three hundred li, the road is fine and ferries are excellent. It is indeed a beautiful drive and one passes many interesting points and bridges and hills, and things that show that China is a country of ages past. No. 1 picture shows

the road just before entering the City of Chau Cheo, where it has been cut out under a rocky ledge entailing much labour. No. 2 shows the entrance to a picturesque bridge. No. 3 gives a glimpse of the road winding away over the hill in the distance. In No. 4, Mr. E. Gibson Craig is seen with his faithful Ford crossing one of the good ferries. This point is 95 li North of Kwei Lin. Entering the City of Chau Cheo one finds the City wall already torn down and a modern City street being used and three storey buildings being built along each side of the Streets. This improvement is near the Hunan Border thus showing that the whole Province of Kwangsi is wide awake to a modern movement in China.

Returning to Kwei Lin we again started towards Wuchow. We passed through the City of Li Pu, Ping Loh and then for 310 li to Pa Pu and thence to Hoh Hsien.

One's admiration is again centred on the fine roads leading from Kwei Lin to Li Pu a distance of about 270 li. The road is fine but from Li Pu to Ping Loh the road is not so good and after crossing the Fuh River at Ping Loh the roads then for over one hundred miles are good and the ferries reliable. Motor buses, cars, and new things for old China are seen all along the way. Indeed near Pa Pu the writer saw many blocks of tin being marked to ship to the United States of America for use. This tin is taken out by the old methods by the Bureau of mines of the Province of Kwangsi. There are also coal mines and many cars and trucks showing that China is wide awake.

In all we passed over fifteen hundred li of road in this Province in a straight line from Hunan to Hoh Hsien near Wuchow. The roads are acceptable the whole distance except in one section of

eighty li. Roads are being opened all over the Province and those who visit marvel at the real progress that has taken place. Our faithful Ford did not weaken a time and went along just as smoothly as if on a cement road.

THORNYCROFT WEAR.

Can This be Beaten?

RELIABILITY PROOF.

Mileage at a minimum of maintenance is, in a phrase, the desideratum of every owner of a commercial motor vehicle, but how many of them, we wonder, can equal the enviable record of a Bolton firm who ran their Thornycroft 30-cwt. vehicle for 2½ years and completed nearly 40,000 miles at a total cost for repairs of 19s. 4d. only.

Only a vehicle of first-rate design, and workmanship could give such trouble-free and economical service for years, and it is such experiences as this that reveal without shadow of doubt the consistent reliability of Thornycroft vehicles which keeps them in ever-increasing demand amongst experienced users of motor transport.

IN AMERICA, TOO.

New Car in Production.

FRONT WHEEL DRIVE.

The first American front-wheel drive passenger car will be exhibited at the New York motor show in January. Racing cars of this design have been used on tracks for years, but the Alvis Company of England was the first to adopt it for road use.

To be made by the Hamlin Motor Corporation, this passenger vehicle has just gone into production. The car will have a worm-drive front axle, 62 h.p. Continental motor, Borga Beck clutch, worm-drive differential, Bendix brakes, Delco electrical equipment and Ross steering gear.

Bodies are being made by the Murray Corporation, and have an overall height of only 68 inches. The new front-wheel double floating axle and combination driving and steering device to be used are protected by patents.

WHY LEFT?

Rule of the Road.

DID FIGHTERS CAUSE IT?

Though vehicular traffic in most countries keeps to the right of the road, in all parts of the British Empire except Canada, it keeps to the left.

Established by custom and the left side traffic ante-dates the right side idea by hundreds of years. It is a matter of taste, but it is also intriguing to reflect on why the left side was chosen in the first place. Probable reason is that the right is the fighting arm, and the custom arose, when armored knights were the bulk of traffic. They were always ready for fight if the possible enemy was on their right hand side, but could not effectively use lance, mace or sword if the opponent was on the left.

Self-protection and a free fighting arm seem the logical reasons why the modern policeman chants, "Keep to the left."

PRETTY CROWDED.

California has 473 automobiles for every mile of improved state highway. This would allow only 11 feet of roadway for each car.

STUDEBAKER SALES.

1928 "Biggest Year."

WORLD TRADE.

Sale of Studebaker and Erskine cars in export markets reached a new high mark during the first 10 months of 1928, according to an announcement by H. S. Welch, manager of export sales for The Studebaker Corporation of America.

"Studebaker is already assured of the biggest year in export business in its history," said Mr. Welch. "Sales for the 10-month period exceed the best previous year the Corporation has enjoyed in overseas markets by a substantial margin."

"October is the tenth consecutive month Studebaker and Erskine export sales have gained over the corresponding months last year. Sales for the first 10 months this year show a gain of 30 per cent. over the first 10 months of 1927."

"Enthusiastic reports being received from overseas distributors indicate an increasing popularity for the Studebaker-Erskine line and point to a still greater gain in Studebaker export business during the coming year," Mr. Welch concluded.

PRICE WAR.

Railways and Motor Coaches.

TRANSPORT TROUBLES.

Competition between railway companies and motor coach operators in the United Kingdom has now reached the price-cutting stage.

The railways have cut prices of week-end tickets to all parts of the country, and made the tickets good for any train, even the luxurious expresses. This represents a reduction of 66 2-3 per cent. in the passenger revenues of the railways.

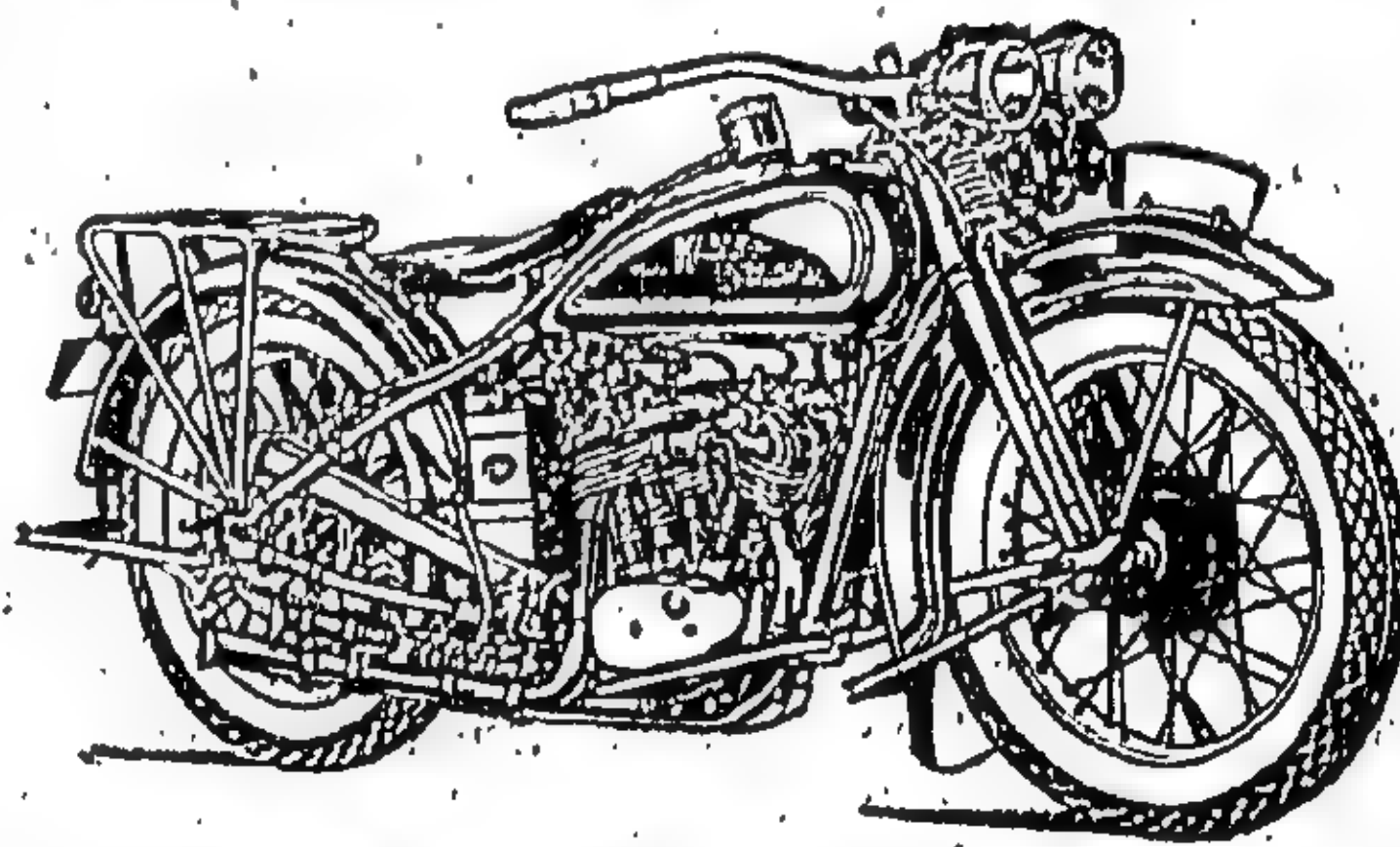
An exceptionally fine summer in England has lured more travellers into motor coaches, and the number of railway travellers have correspondingly diminished in numbers.

More than 60 different lines of motor coaches now have services from London to most sections of Great Britain.

CHRYSLER'S NEW HOME.

Walter P. Chrysler's strength in the financial and automobile world has been exhibited by the purchase of a \$4,000,000 office building in New York for Chrysler headquarters. The building has 67 storeys.

The Latest 1929 HARLEY-DAVIDSON



A NEW WONDERFUL 45 TWIN.

HERE IT IS! THE 45 TWIN, THE MOTOR-CYCLE MAGNIFICENT, THAT THE WORLD HAS BEEN WAITING FOR HARLEY-DAVIDSON TO BUILD.

AND SUCH A MOTOR-CYCLE! GREAT ACCELERATION—SMOOTH GLIDING POWER—QUIET SPEED THAT LEAVES THE PARADES OF CARS FAR BEHIND. ABOVE ALL, A MOTOR-CYCLE EASY TO HANDLE, A COMFORT AND A PLEASURE TO RIDE. EVERYTHING YOU WOULD EXPECT IN A 45 WITH THE HARLEY-DAVIDSON NAME ON THE TANK. FEATURES GALORE THAT STAMP IT THE PEAK OF MODERN MOTOR-CYCLE ENGINEERING.

THE GASCON MOTOR CO.,

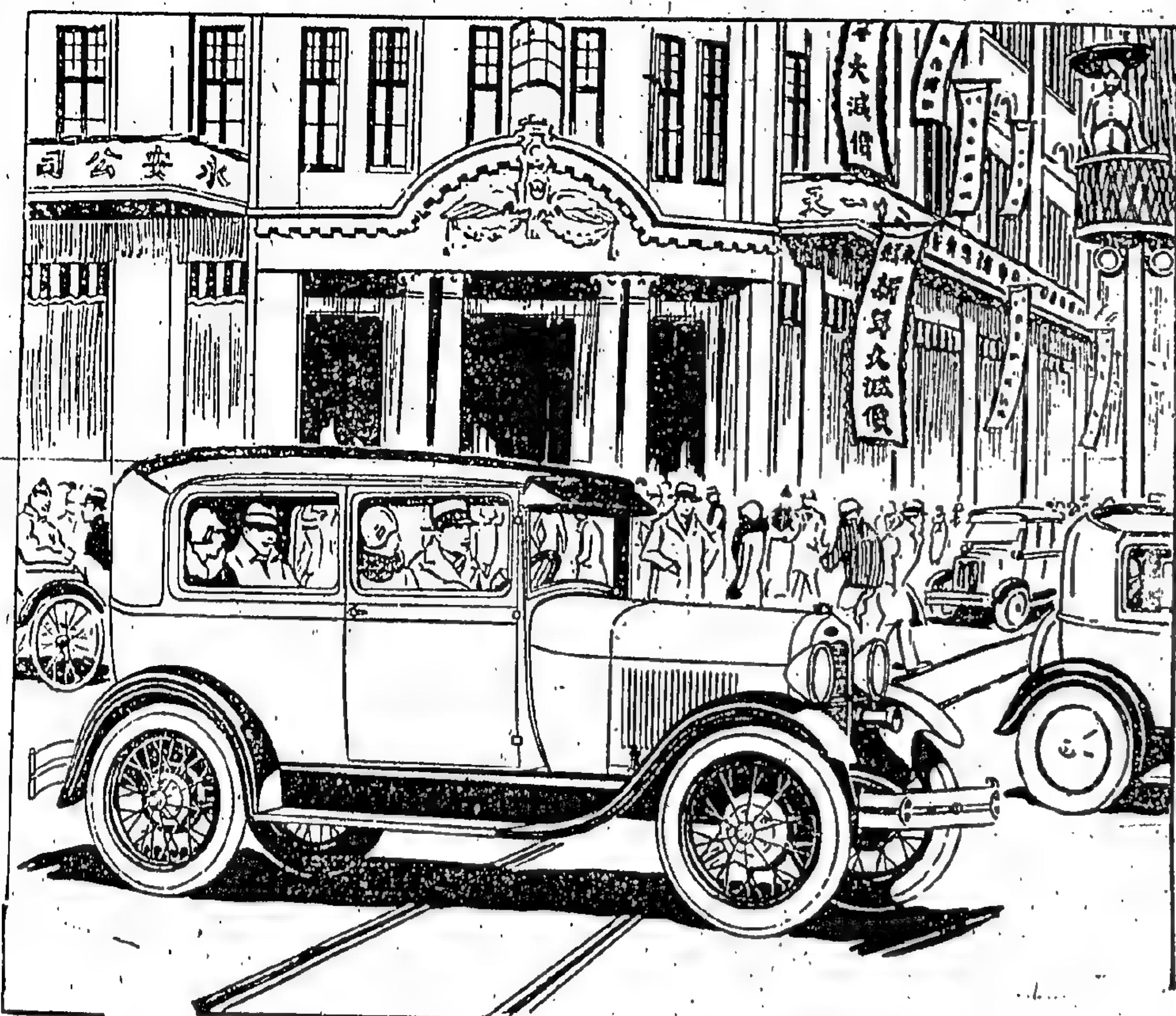
REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.

Tel. K. 1242 2, Kwong Wah Road, Kowloon.

(Opposite The Steam Laundry)

A GOOD ASSORTMENT OF SPARE PARTS AND ACCESSORIES IN STOCK.

SERVICE OBLIGATION



Hongkong Price: Hk. \$1,790.00
(Including spare tyre and bumpers.)

THE service obligation of the Ford Motor Company and its dealer organization is now growing at the rate of over 6,000 cars a day. It is to these new car owners that this message is addressed.

THE new Ford is a remarkably fine car for one that costs so little. It is simple in design, constructed of the finest materials, and built to unusually close measurement.

THESE are the reasons it performs so wonderfully. These are also the reasons its service requirements are so few and the upkeep cost so low.

WHEN you receive your new car, the dealer will explain the simple little things that should be attended to at regular intervals to insure the best performance. He will also tell you something of his own facilities for doing this work promptly and at small cost.

WITH the purchase of your car, you are entitled to Free Inspection Service by your dealer at 500, 1,000 and 1,500 miles. This service is due you and we urge you to take full advantage of it. Proper care during this breaking-in period means a great deal to the life of your car.

INCLUDED in the Free Inspection Service is a check-up of the battery, the generator charging rate, the distributor, the carburetor adjustment, lights, brakes, shock absorbers, tire inflation and steering gear. The engine-oil is also changed and chassis lubricated.

NO charge whatever is made for labor or materials incidental to this inspection service, except where repairs are necessary because of accident, neglect, or misuse.

THE labor of changing the engine oil and lubricating the chassis is also free, although a charge is made for the new oil.

WE believe that when you see the good effects of this inspection you will continue to have it done regularly throughout the life of your car.

Do not rely on your chauffeur only to look after your car. You will find the Ford dealer with his skilled mechanics very helpful in keeping your car in good running order for many thousands of miles at a minimum of trouble and expense.

He operates under close factory supervision and has been trained and



equipped to do this work promptly, thoroughly and economically.

AUTHORIZED DEALERS:

WALLACE HARPER & CO., LTD.,
745, Nathan Road, Mongkok,
KOWLOON, HONGKONG.

Tel. K 566

Ford Motor Company Exports Inc.
SHANGHAI.

NOW FRANCE BEWAILS TRAFFIC CONGESTION.



This is a sample of congested traffic in Paris which, say French editors, will increase soon judging by the small cars of low price shown at the recent auto salon there.

Paris, Dec. 4.—Funeral processions and pretty girls tripping across the streets are hated among approaching traffic troubles from a study of the annual automobile show which has just closed in the Grand Palais.

"Better and cheaper cars have meant slower and more congested traffic."

This show, with over 1200 automobile exhibitors from practically all of the producing countries of the world, has been the greatest in history here, but it has made Paris wonder what it is coming to.

With traffic in the heart of the city so congested during busy hours that the fastest way to get anywhere is to walk, the automobile show featured small cars at low prices ready to be released at moderate terms into circulation. All available space in the streets

neighbouring the Grand Palais was occupied by dealers demonstrating new and second-hand cars for sale.

"It won't be long now," was the French equivalent of the sigh of the automobile editor of L'Intransigent when he reflected about the automobile show.

"We are progressing rapidly to get nowhere," he said. "Producers are building better and selling cheaper cars, but what are we going to do with them? Our boulevards are already jammed and our traffic policemen helpless. 'Makers of cars talk much of speed and efficiency, and they are only driving us to a complete blockade. We must either destroy our city or suppress makers of automobiles.'"

For immediate relief this newspaper offers a list of suggestions, including the following:

"Police must be more respected

and freed from the necessity of leaving their posts to take a culprit to jail.

"No policeman should be allowed to halt forty automobiles on the Rue de la Paix to let across the street a pretty girl who smiled at him."

"Motorists must be disciplined. After all, some of us still have to walk."

"Horses no longer have a place on the streets of a city. Trolley cars must also go."

"Funeral processions should be prohibited in jammed streets. The living should be given a chance."

Another observer has published figures to show that America leads the world in the ownership of automobiles in ratio to population and adds that "anyone riding in a taxicab along the grand boulevards will not envy America for this distinction of superiority."

THE STANDARD "NINE."

A Well Designed Little Car.

AMPLE FOR FOUR.

[By the Hon. Maynard Greville.]

A feature of motor-car progress during the last few years has been the rise and perfection of the baby car. It is only a few years ago that cars with engines but little bigger than those fitted to motorcycles were looked upon as freaks, but now there are many little power units boasting four cylinders, of little over one litre in capacity. Improvements in the balancing and power output of the modern petrol engine have made it possible to produce an engine which, while it is taxed at under £10, is able to put up the same performance as the former 12 or even 14 h.p. vehicles.

One of the most successful and popular of these little cars has been "The Standard Nine," and recently I had an opportunity of testing one of the "Teignmouth" fabric saloons fitted with a "Stan-lite" sliding roof. One of the features of this car is the extremely clever way in which the designer of the bodywork has taken advantage of every inch on the little chassis, with the result that there is really plenty of room for four adult persons in the car. The long wheelbase chassis on which the body is mounted is 8 ft. 3 in. long, the over-all length of the saloon with the luggage grid up being 12 ft., while the width of the bodywork is 4 ft. 9 in., and I found that there was ample leg-room in any one of the four seats.

Smooth and Powerful.

The engine is a four-cylinder unit of 63.5 m.m. bore, and 102 m.m. stroke, giving a capacity of 1,287 c.c. and a tax of £10. I found it quite smooth in operation and powerful enough for the work for which it is intended. The car will cruise almost indefinitely at from 30 to 35 m.p.h., and over 45 m.p.h. can be reached, while on the second of the three gears 30 m.p.h. can be obtained, and this ratio is most useful for adding to the acceleration.

My performance meter showed that the little engine was quite capable of dealing with the weight of the car. On the top gear at 10 m.p.h. the pull was 90 lb. per ton, representing a gradient of one in 25, which could be climbed steadily at this speed. At 20 m.p.h. it had gone up to 110 lb. per ton, which was the maximum for this gear, and represents a gradient of 1 in 20, while at 30 m.p.h. it was down once more to 90 lb. per ton. At 40 m.p.h., however, there was still a pull of 60 lb. per ton, so that a gradient of one in 40 could be climbed steadily at that speed on

BRING BUSINESS.

Free Parking Space.

STORE'S DISCOVERY.

"Take cars of the shopper in a car" is the slogan of one of the biggest stores in Akron (U.S.A.), and the result of this policy has been a huge increase in business. To fulfil the slogan, the owner built a 400-car garage beside the store, and shoppers are allowed three hours' free parking. Freed from the necessity of having to conform to street parking limitations, shoppers now spend more time and money in the store, and sales records constantly are being broken.

top gear. On the second gear at 20 m.p.h. the maximum pull was shown to be 230 lb. per ton, or equivalent to a gradient of 1 in 9½, while on the bottom ratio it would seem that the little car could maintain some five miles an hour on a gradient steeper than one in four. The frictional resistance in the transmission was rather high, as it was as much as 40 lb. per ton.

The four-wheel brakes were smooth and powerful, and my brake meter gave a reading of 53 per cent. of the weight of the vehicle, equivalent to stopping in a distance of 25 ft. from 20 m.p.h.

Light but Rigid.

The steering is of the screw and nut type, and exceptionally good, being really light but very rigid. It makes the little car a delight to drive.

The three-speed gear-box was easy to operate, and the lever conveniently placed, but the clutch was not so successful, as it was inclined to be loose. It was of the single plate type, and this may have been due to faulty adjustment.

The engine has side valves, with a two-bearing crankshaft, and, though naturally it has to turn at high speeds, there is little evidence of vibration. The cylinder head is detachable. The accessibility of the car and power unit are very good. All grease nipples are placed in convenient positions, while such important points as carburetor, magneto, clutch, and engine can be inspected easily, and there is plenty of room to work on them.

Another good point was the suspension. On short vehicles of this description one expects a certain amount of pitching on rough roads, but on the Standard I found it to be totally absent, and the car would hold the road well at any speed.

Altogether at £215 "The Teignmouth" 9 h.p. Standard saloon is a most attractive little vehicle which should be really economical to operate. I found the petrol consumption to be over 35 miles to the gallon. Other fabric saloon types can be obtained at £185.

ACROSS U. S.

Motor Coach Trip.

3,433 IN 6 DAYS.

The possibility of serious rivalry on Transcontinental journeys between railways and motor-coaches is suggested by the arrival in New York of the first omnibus to make the journey from California to the Atlantic seaboard.

Los Angeles was the starting point and the motor-coach took 5 days 14 hr. to cover the distance of 3,433 miles—two days longer than the railway. Twelve passengers were in the vehicle when it reached New York, four having made the entire trip, and the others having been picked up during the journey. Mrs. C. A. Jandro, of Los Angeles, one of the through passengers, said the omnibus was "more comfortable than the train and 'more chummy' with a portable radio and perfect service."

The coach is equipped with 26 individual seats, which can be changed to a reclining position. Each seat is equipped with a reading lamp.

Three Transcontinental omnibuses will henceforth leave New York and Los Angeles in opposite directions daily.

It is expected that the coaches will do a large tourist business, taking considerable traffic of this kind from railways.



Spring is the time when a man welcomes a miss in his motor.

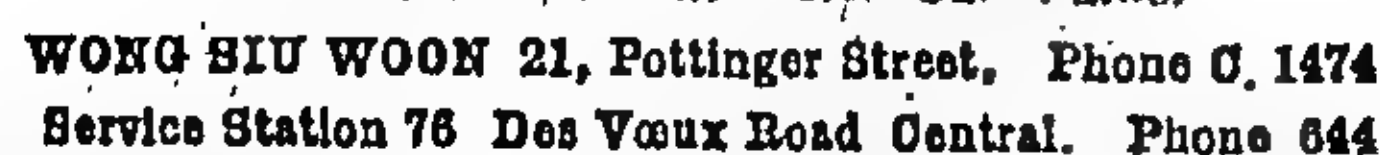
UNIFIES TRAFFIC.

The traffic regulations in sixty-six of California's principal cities are ruled by the uniform traffic code of California. The city of Oakland is the latest to adopt the uniform laws.

[By Special Arrangement With the Morris Owner.]

"During my schooldays my comrades often tried to persuade me to indulge in the dangers of

Phone C. 578.



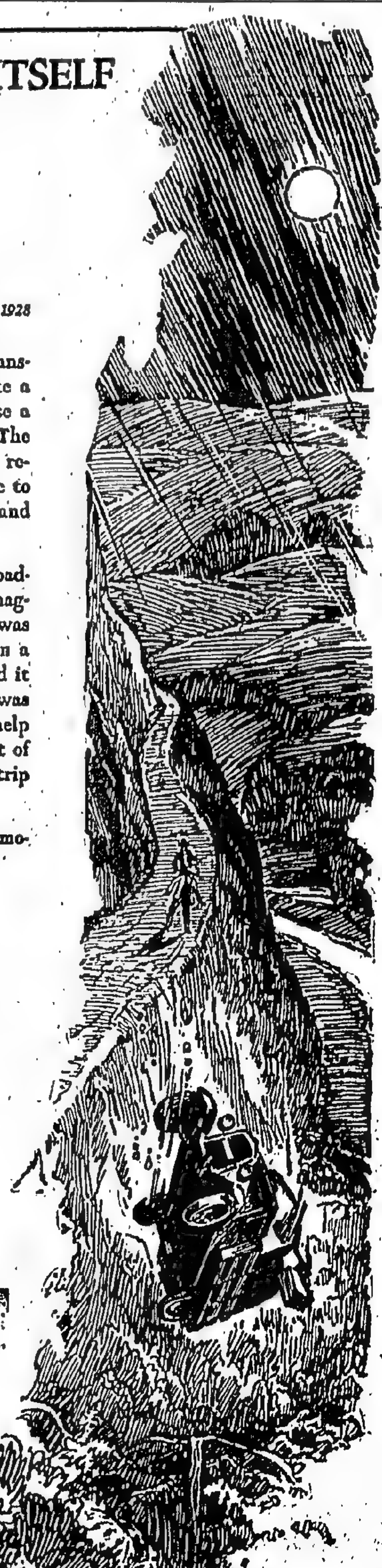
Feeling hungry, I turned into a restaurant. It was full of people. After waiting half an hour I asked

The industry maintains but one Canadian car, a truck, the Got-

Canada's export trade amounts to a little more than her import trade. This is chiefly of Canadian-made American cars to British dominions, the United Kingdom, British protectorates and dependencies, to South America and the Orient. Due to the preferential tariff, American cars are shipped to these and other British countries after being made in the dominion.

The cost of operating a motor bus ran 1.1 cents a seat for every mile in 1927. It cost private automobile owners, however, 2.6 cents a seat per mile.

THE HONG KONG HOTEL GARAGE
25 Queen's Road Central Tel. Central 4769.



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THE HONGKONG AUTOMOBILE
ASSOCIATION

A Few Advantages:—
10% Off Motor Car Insurance,
Free Legal Advice,
Reliable Drivers Supplied,
Free Mechanical Advice,
Associate Membership of the
R. A. C. and A. A. London.

All Communications for
Membership, etc., to
REV. G. E. S. UPSDELL
Hon. Secretary.

C/o "Hongkong Telegraph"

ACCESSORIES

A big display of "Oxide" and
"Lucas" storage batteries suitable for
all cars. Also accessories of all kinds
for motorcars and cycles such as,
Electric horns, bumpers, spark plugs,
body polish, tyre patches, brakelining,
jacks, foot pumps, wrenches, &c., &c.
All at exceptionally low prices. Call
and inspect. THE HONGKONG
MOTOR ACCESSORY CO., Bank of
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MODERN
MACHINERY

That's why our repair
service is better.

LANE, CRAWFORD'S
Ring C. 3193—Garage

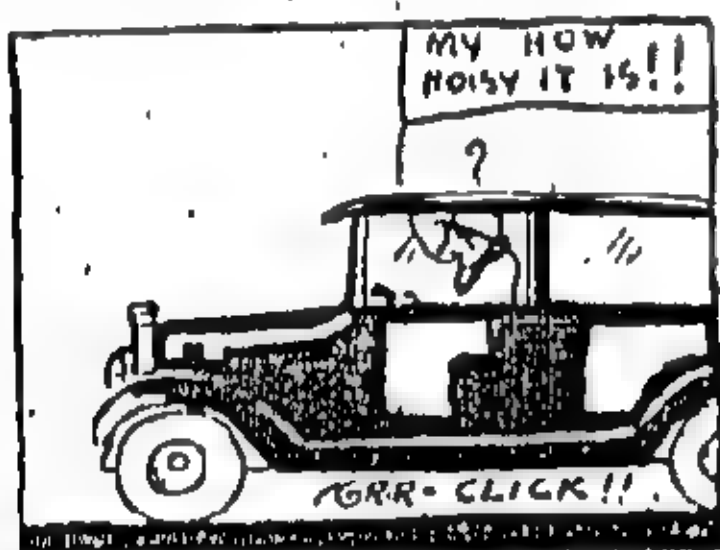
BUICK 5-Seater Tourer,
Majestic Body,
owner driven, since new,
splendid condition, has done
only moderate mileage. Tyres
new. Available middle or end
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HINTS FOR THE MOTORIST

ALBERT L. CLOUGH
CHANGES IN BRAKING METHODS.

With the almost universal adoption of brakes upon all four wheels, certain modifications in the general layout of the braking system are taking place, especially in regard to the parking brake, which has almost ceased to be spoken of or to be regarded as possessing an "emergency" function. The old practice of both an internal and an external brake-band, acting respectively upon the inside and outside of the same drum on each rear wheel—one of these, usually the internal one, being applied by the hand lever—is being relegated to the past and very properly so. Recent practice connects the parking-brake lever so that it applies the rear-wheel brakes just as does the pedal, but retains them in action to hold the car while unattended, or it may act to apply the brakes of all four wheels simultaneously. The transmission-brake, located upon the final drive shaft of the gearbox, which was largely resorted to some years ago, partly in order to eliminate one of the two pairs of brakes on the rear wheels and which was, on most models, operated by the hand lever, seems likely to be gradually discarded at least on cars which have mechanically operated four wheel brakes, by arranging for positive-actuation of wheel brakes by the lever or by the nonobtrusive handle on the cowl-board, which has taken the place of the rather objectionably placed hand brake lever of the conventional type. With "brakes on all four" the parking brake is tending to become merely a ratchet retained setting of the wheel brakes, which are primarily intended for service purposes.

Gear Shifting Trouble.



Question:—Of late I have had trouble in shifting the gears of my car back from high to second speed, noiselessly, although all other shifts can be made without difficulty. I have thought that this might be caused from clutch

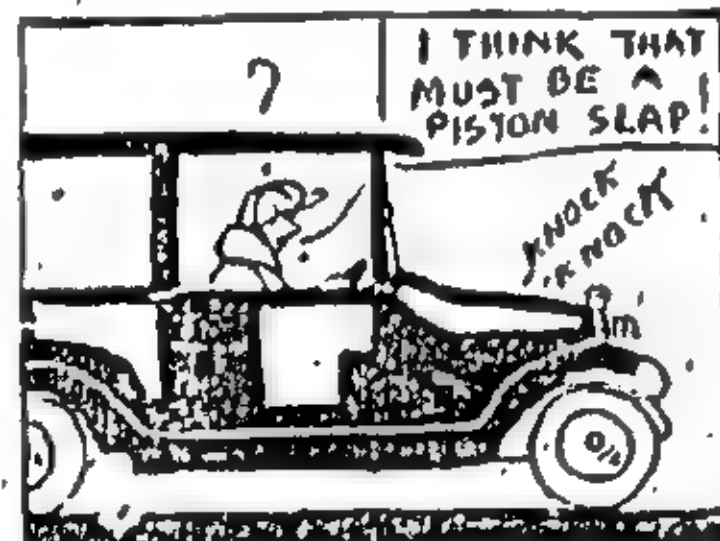
trouble, but have concluded that if this existed, it would interfere with all shifting. What do you think is wrong and how can shifting be improved?

Answer:—If the lubricant in the transmission housing has become much more viscous, as the weather has grown cold, it may have caused this trouble. Ability to shift back from high to second is dependent upon a continuance of the spinning of the countershaft gears for a time after the clutch is thrown out and this can take place only if the lubricant is fairly fluid. If it is too thick and sticky, it slows down the countershaft gears almost immediately upon disengaging and the countershaft second-speed gear turns too slowly to mesh quietly with the sliding second-speed gear. Of course, there may be some mechanical trouble in your transmission, such as chipping of the second-gear teeth, but before assuming this to be the case, we suggest that you thin down the lubricant to summer viscosity and see if this makes any improvement. Double-clutching will probably enable you to make a quiet shift.

Oil-pumping and Piston Slap.

Question:—The engine of my 1925 car pumps oil and I think has slapping pistons. When I open the throttle to a certain amount, it knocks, but when I open it further the knocking stops. What size rings should I use to stop oil-pumping? What kind of rings and how many in each cylinder to prevent piston-slap.

Answer:—It may be that the cylinders of your engine are so much out of true that new rings would not stop overrunning. You better have them measured, see how much they are "out" and consult the service station as to whether ring-fitting would control oil-pumping. If the pistons really slap, fitting new rings would not effect a permanent cure, although the fitting of inner-rings under the regular compression rings might give you temporary relief from oil-pumping and slapping, as well. If you do fit new rings, you better use what the manufacturer recommends as replacements, choosing those of such oversize diameter and width as the present size of the bores and the width of the grooves calls for. Two rings above and one below the wrist-pin are called for in each piston. A special oil-control ring can be used in the lowest groove, if you think best.



MOTOR BOAT GIFT.

Thornycroft for Boys.

It was a very happy thought on the part of Sir John Thornycroft to present a motor boat to the boys of the South African Training Ship "General Botha."

The presentation was made at Simon's Town by Engineer Lieutenant-Commander Abrahams, who is now the representative in South Africa for John L. Thornycroft & Co., Limited.

After Captain-Superintendent Yardley had expressed his thanks, it was unanimously decided to christen the boat with the name of the donor.

The boat is an open launch 18 ft. in length by 6 ft. 8 in. in breadth, equipped with a Thornycroft 9 h.p. "Handy-billy" engine which gives it a speed of approximately 8 knots.

It is a stoutly built seaworthy craft, which will provide the lads with excellent opportunities for handling craft and getting their first-hand experience of sea cruising.

HUGE ACCIDENT LOSS.

Economic loss in the United States caused from highway accidents runs to 2,000,000 a day, according to a recent calculation.

UNTANGLED THE KNOT.

Sixty-three municipalities of California are co-operating in standardizing state traffic Ordinances for California cities.

FUEL INJECTION.

Unique Swedish
Invention.

NO CARBURETTOR.

An engineer now resident in Stockholm has just perfected and patented the following unique system of fuel injection. The device is simple to make and is easy to fit to an ordinary engine, whilst it confers the advantages that almost any fuel can be burnt, that the engine will start from cold without difficulty, and that both the carburettor and the vacuum feed tank become unnecessary.

Pump on Each Cylinder.

The pump unit consists of a shallow circular chamber contained in a casting, and one of these units is screwed into each cylinder of the engine so as to be in communication with the combustion chamber. At the sides of the casting are suction and delivery valves of a simple spring-loaded automatic type connected by piping to the supply tank and to a delivery valve in another cylinder. In other words, the pump unit on one cylinder delivers fuel to the injector unit on another cylinder and the way in which all the connections are made simply depends upon the type of engine and the firing order.

The pump unit is so simple in its internal construction that it is really almost surprising that it should function so efficiently as it does. Clamped by the screws which secure the cover to the casting is a thin metal diaphragm which divides the chamber into two parts and which is acted upon by the force of the compression (or explosion) in the cylinder to which it is fitted. This force deflects the diaphragm at the centre, causing it to drive a small quantity of the fuel in the chamber through the delivery pipe to the injector valve. As soon as the exhaust stroke commences the pressure falls and the diaphragm returns to its normal position, assisted by a central spring, so drawing a further supply of fuel from the tank. The pumping action is so efficient that it will draw fuel from a tank placed anywhere on the car.

How the Fuel is Sprayed.

The injector valve to which the pump unit delivers the fuel also screws into the cylinder head, and contains an adjustable needle screwed into the body of the valve and controlling the orifice at the bottom, through which the fuel is sprayed into the combustion chamber. All the needle valves are connected up to the accelerator pedal so that they open and close simultaneously.

It must be understood that the fuel is forced out of the injector valve during the induction stroke

by the pump of an adjacent cylinder, and in this respect the system differs from the Diesel type, in which fuel is injected during compression. Air is drawn into the cylinder through an inlet valve in the usual way, and the charge of fuel, injected with great force through a tiny orifice becomes so thoroughly pulverized that it immediately mixes intimately with the air and can readily be burnt by the ordinary electrical ignition system. It is for this reason that it has been found possible to run the engine on paraffin or even fuel oil without any alteration beyond a slight adjustment to the amount of air drawn into the engine.

Once set for any one fuel this adjustment requires no further attention.

Of Value for Aircraft.

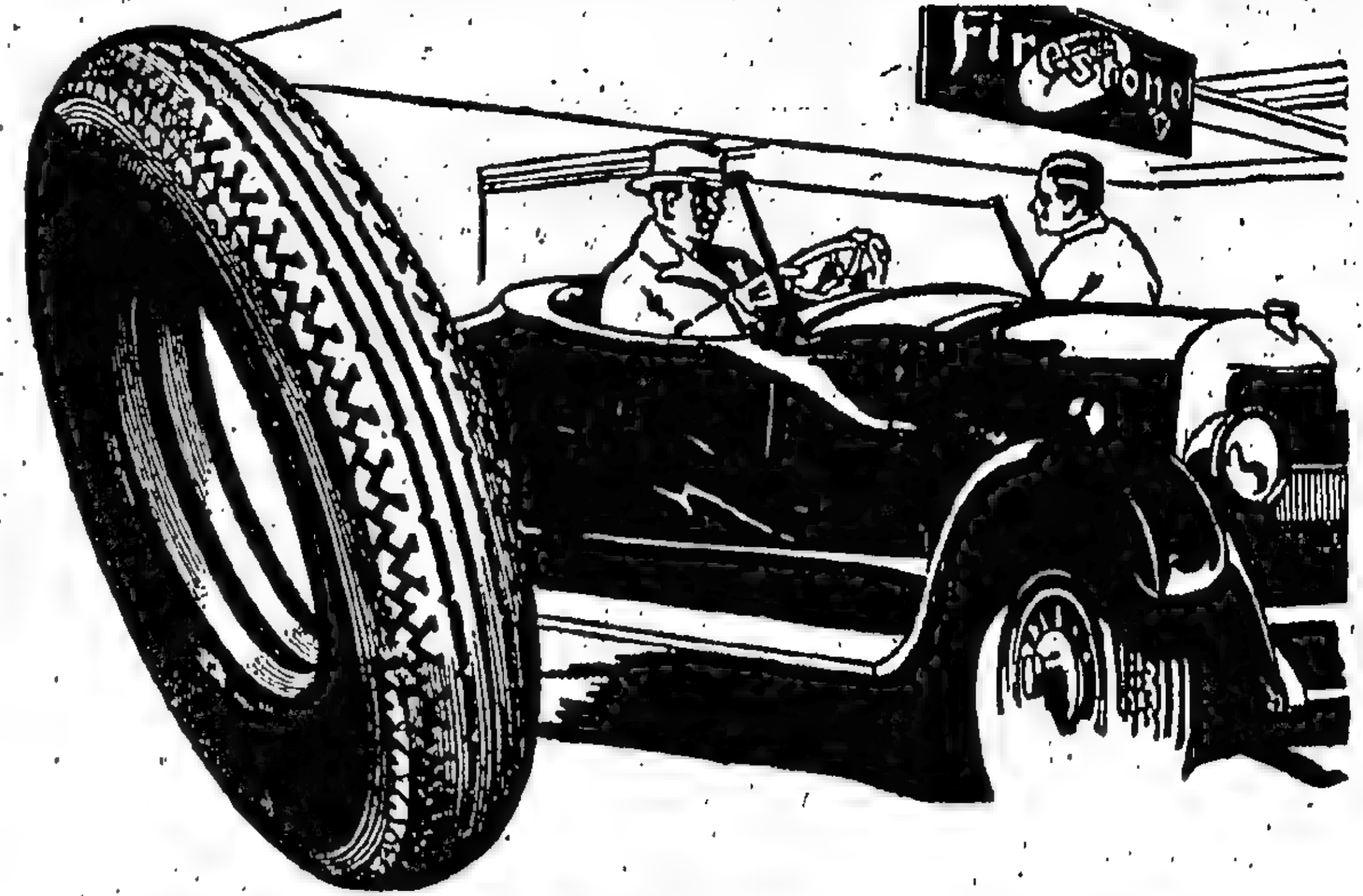
For aircraft purposes the system has several advantages, such as the elimination of fire risk, as it enables a heavy fuel to be used, which a blow-back in the induction system is harmless, because there is no mixture therein. Small obstructions, such as drops of water or particles of grit, which may be present in the fuel, do not cause trouble because so great a force is available to inject the charge into the cylinder that a stoppage cannot well occur.

THE BIG ATTRACTION.

California's four national parks—Yosemite, Lassen, Sequoia and General Grant—attracted one-fourth of the 2,522,183 persons visiting the 19 national parks of the United States during this year's travel season.

"FOUR" IS DECLINING.

Automobile statistics show that there are on the market at present 45 makes of 8-cylinder cars, 65 makes of 6-cylinder cars and but five with 4-cylinder engines.



WELLBASE BALLOONS

Scientifically Designed—Gum-Dipped

Owners of light cars, in great numbers, have taken advantage of the extraordinary economy, safety and comfort of Firestone Well Base Balloon Tyres. These tyres have the Firestone scientifically designed Balloon Tyre tread and are Gum-Dipped: the cords of the carcass being dipped in a rubber solution to minimize internal friction. Famous for long mile age throughout the Empire. We are prepared to serve you better and save you money.

MOST MILES PER DOLLAR

Firestone

GUM-DIPPED BALLOON TYRES

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

31, WONG NEI CHUNG ROAD, HAPPY VALLEY.

In the Big Events—
it's always

DUNLOP!

AMATEUR T.T.

(ISLE OF MAN, SEPT. 4 & 5)

SENIOR RACE JUNIOR RACE

1st, 2nd & 3rd. 1st, 2nd & 3rd.

ULSTER T.T.

(SEPTEMBER 1st)

1st, 2nd & 3rd.

follow the experts' lead—fit

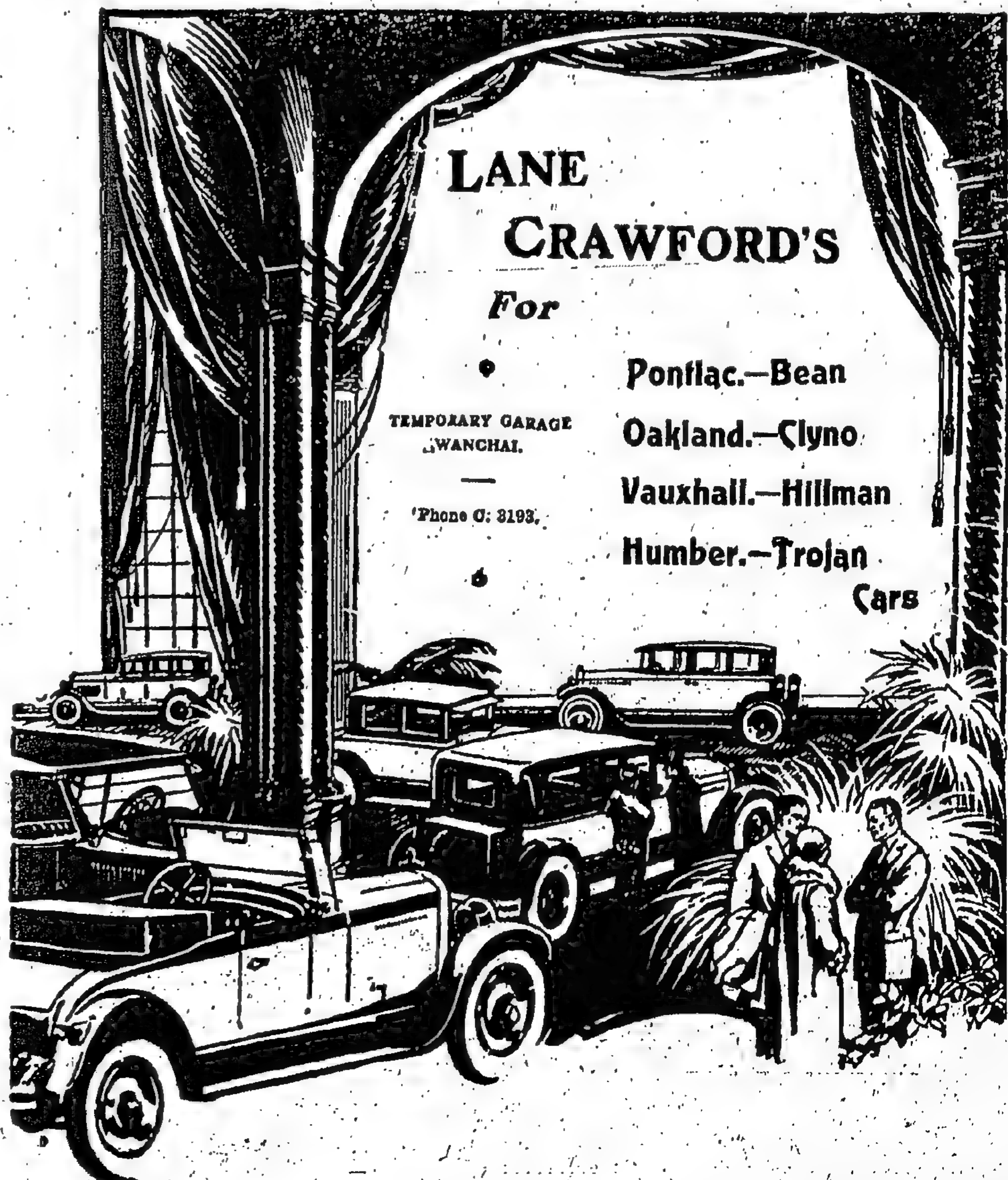
DUNLOP

The tyre triumphant



As British
as the Flag

DUNLOP RUBBER COMPANY (CHINA) LTD.
Pedder Building. Tel. C. 4554.





"GREATEST RECORD for any class of car for all time!"

...International Association
of Recognized
Automobile Clubs
(PARIS)

STUDEBAKER'S new President Eight recently raced 30,000 miles in 26,326 minutes! Not a special hand built model, stripped for speed, but four strictly stock models—each traveled this distance at better than a mile a minute average speed. The cars were selected at random by officials of the American Automobile Association who supervised and certified the greatest record in the history of transporta-

tion. The two Studebaker roadsters averaged more than 68 miles per hour, the two sedans averaged 64 miles per hour for 19 days and 18 nights! With such phenomenal performance, with the unequalled riding comfort of Studebaker's new ball bearing spring shackles, small wonder this great new President Eight is *outselling every other eight cylinder car in the world!*

Studebaker's Four New Lines

Studebaker builds four great lines of cars—The President Eight (30,000 miles in 26,326 minutes); The Commander (21,000 miles in 22,968 minutes); The Director (9,000 miles in 4,731 minutes); The Larkine (10,000 miles in 9,844 minutes). Each is backed by Studebaker's 12-month guarantee.

Prices range from \$2,320 to \$6,140.

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STUDEBAKER

THE GREAT INDEPENDENT ESTABLISHED IN 1852

NOTHING
BETTER
THAN

BROCKWAY

Six Cylinder Engine—Four Wheel Brakes—Fully Equipped—
A Modern Truck of Advanced Design—Superior in Performance

THE TRUCK WITH SPEED, POWER AND ENDURANCE.

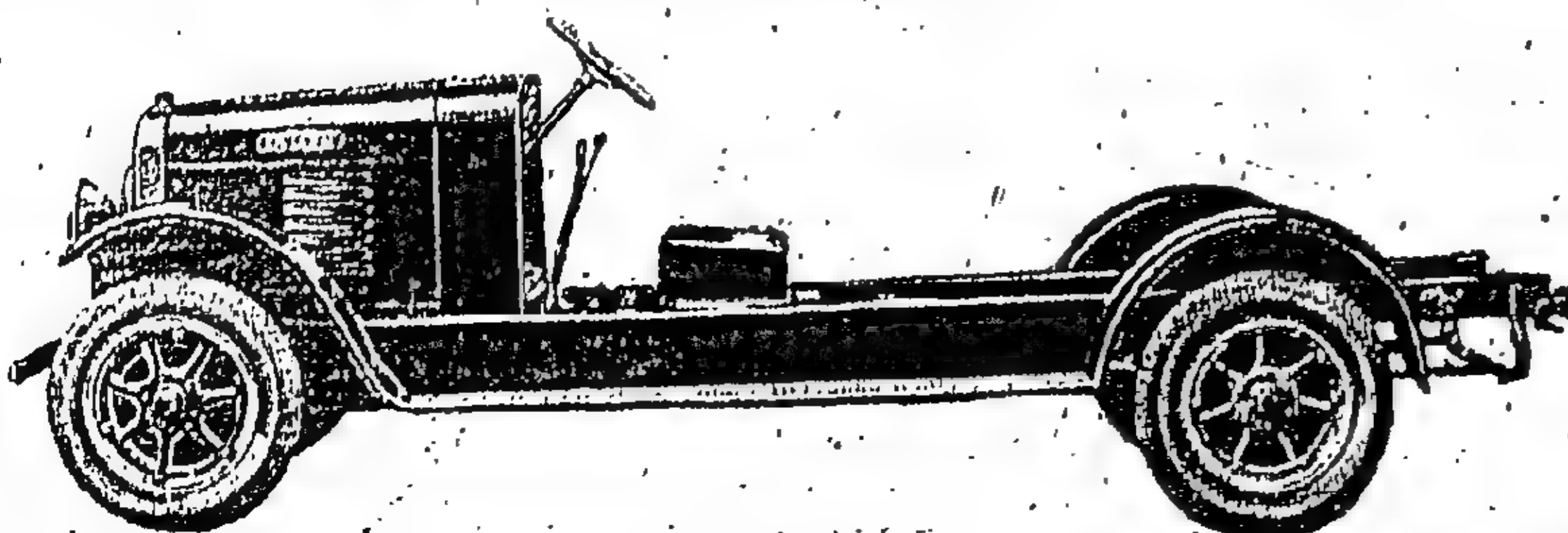
Unmatched in appearance and performance—the best light truck transportation obtainable. All of these factors, combined with rugged endurance, give to the commercial world the finest BROCKWAY ever built.

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THE ASIATIC AMERICAN CO.

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LET THE
BROCKWAY SOLVE
THAT
TRANSPORTATION
PROBLEM!



PROPER TREATMENT FOR A PEST.

Bring me the rivulets glowing red
That burn a hole in shrinking
skin;
Prepare the spiky-mattressed
bed;
The lead-filled boot and daggers
thin.

The rack, the thumbscrew and
the chair,
And any tortures you can find
That promise vengeance rich and
rare
For I have need to soothe my
mind.

By driving to some dungeon
dim—
At point of a thin, ticklish
goad—
And there wreak my ripe hate on
him
Who owns the centre of the road.

Too long on joy he's been a scur—
This slowest of the slow, slow-
pokes—
Who drives with zealous pride a
car
Empowered by two feeble mokes.

And so that none may bar his
path,

He gives himself the right to
stray—
Despite the hoots of righteous
wrath—
Along the central right of way.

"A careful driver," he is called
But I could call him names that
scald
The least of which is "Super-
hog."

While traffic waves around him
foam,
And fingers for his throat have
itched,
He plods his fifteen out and home,
Disdaining drivers he has ditched.

And yet the police all smile on
him
As law-abiding, safe and sane;
While they pursue the village
grim
A speedster who's not half the
bane.

To get him to my torture hall
I'll build a wide road to the doors
Down which he centrally will
crawl;
And then—what glee—I'll pay
old scores.

(Sydney Sun).

NOTICE

TO

ADVERTISERS

All advertising to be
inserted in this Motor
Supplement, must be
delivered not later
than 2 p.m. on the
Wednesday of the
week of publication.



**YOUR CAR
SHOULD
CARRY AN
AUTO-TOTAL.
THE BEST
MOTOR CAR
FIRE EXTING-
UISHER IN
THE WORLD.**

Prices from
the Sole Agents,

KELLER, KERN & Co., Ltd.
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REPAIR SERVICE

MEANS SATISFACTION

BRING YOUR CAR TO
FIAT GARAGE
67A, 67B, Des Voeux Rd. C.
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WHITEWAYS

FOR

**MOTOR RUGS,
GLOVES AND
MUFFLERS**

Used Cars

SEE US WHEN YOU WISH TO
Buy or Sell

10 Queen's Road C.
Phone: Central 4925

SPEEDING.



TOO MANY MAKERS.

British Builders Lack
Co-operation.

AMERICA'S EXAMPLE.

Sir William Letts, managing director of Crossley Motors Ltd., has just returned to England from America, where he was impressed by the various mergers that have taken place between United States motor manufacturing concerns in order to meet fierce competition. In an interview with me, Sir William stated that the British motor makers would have to arrange closer co-operation with each other by means of a round table conference if they wished to survive the competition for orders not only at home, but especially abroad and in the various parts of the British Empire.

This year the American motor-car industry has accomplished several mergers. Among these were the Dodge-Chrysler combination and the amalgamation of the Studebaker with Pierce Arrow, and it was reported in well-informed circles that the first-named interests contemplated joining up with the Studebaker-Pierce Arrow organizations virtually controlling the output of the motor vehicle industry in the United States, the chief of these organizations being General Motors Corporation, Henry Ford, Dodge-Chrysler, and Studebaker-Pierce Arrow.

Their combined output this year, said Sir William Letts, would approach 4,000,000 vehicles, and the few independent companies, such as the Packard and Nash Motor Corporation, would have to fight harder than ever in the field of competition. Yet in England and Scotland some fifty odd motor manufacturing firms were fighting to hold their own, cutting prices disastrously, in place of co-operating and amalgamating to meet foreign competition.

Impossible Competition.

No less emphatic than Sir

William Letts in supporting the suggestion for a better co-operation was Colonel Hacking, the Secretary of the British manufacturers' section of the Society of Motor Manufacturers and Traders. Roughly, the total output of the British motor industry was 200,000 per annum, he said, yet how could individual makers each having only a percentage of this total expect to compete in price with organizations that produced in a month as many cars as the whole British industry turned out in a year?

It is agreed on all sides that the Austin Motor Company and Morris Motors, Ltd., can plough the field of competition on their own, but there is too much overlapping of models among the bulk of the industry to produce vehicles that can compete successfully with foreign rivals in the export business, which is the real factor making for the expansion of the British motor industry. Although no one suggests that England's home market has arrived at

saturation point in regard to car sales, yet conservative estimates place that point at about 300,000 cars per annum. How soon we shall reach that figure is idle speculation, although at present there is a steady increase in the registration of motors of about 12 per cent. per annum.

At the present time there are two classes of car manufacturers in the United Kingdom, those that cater for a limited sale of about 1,000 to 2,000 cars per annum, and those that endeavour to make and sell 30,000 to 50,000 cars each year. It is the latter class that must have an export business in order to keep their production figures up. Yet with all the disadvantages of making cars in hundreds as compared with the thousands of American rivals, some British manufacturers have made reasonable profits this year. The accounts of Singer and Co., Ltd., published recently, show a profit of £140,000 of the previous year, despite the fact that the new works at Birmingham have only been in full swing for the last six months.

THEY ARE HERE AT LAST!

THE FAMOUS
"F.N."

GILLET D'ERSTAL
AND
MONET & GOYEN
MOTOR CYCLES

DO NOT FAIL TO INSPECT THESE OUT-
STANDING VALUES. THE GREATEST
EVER OFFERED!

THE FRENCH MOTOR CYCLE CO.
40, NATHAN ROAD, KOWLOON.

JOHN I. THORNYCROFT & CO. LIMITED.

THE LEADING EXPONENTS

ECONOMICAL ROAD TRANSPORT

HONGKONG OFFICE,

UNION BUILDING,

5th. Floor.

THORNYCROFT

PASSENGER OMNIBUSES

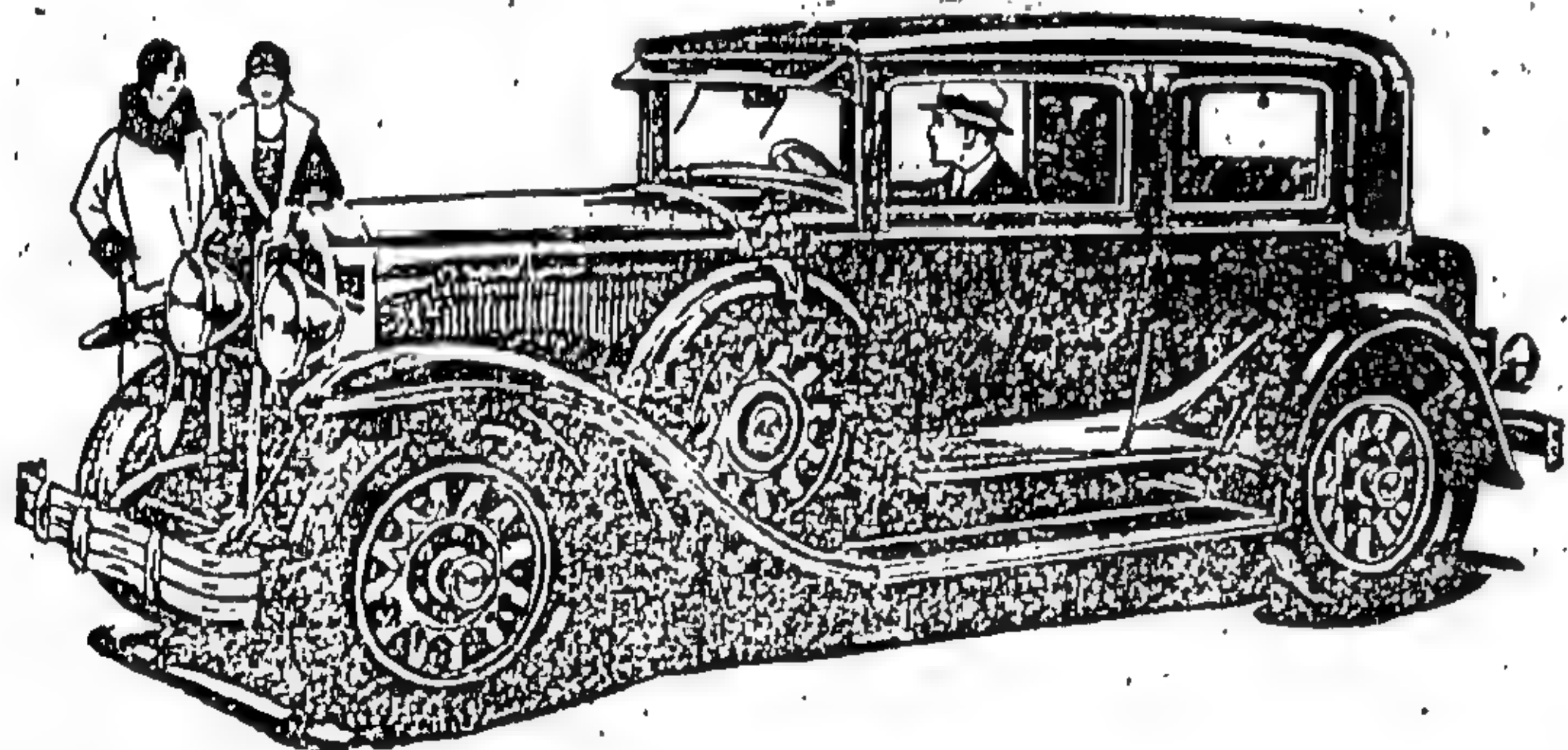
AND

MOTOR FREIGHT VEHICLES

Write us and our representative will call. Telephone Central 4831.

DEAL DIRECT.

{The new Buick}
is the new Style



Nowhere such beauty and luxury ---- nowhere such pleasing lines and contours ---- nowhere Bodies that equal these new Masterpiece Bodies by Fisher--The entire country is saying, "That's the Style"

Setting an entirely new, a revolutionary, style--introducing what will unquestionably be the trend of smart body-design during the next several years--the new Bodies of the Silver Anniversary Buick are enjoying universal acclaim as the most original and distinctive, as well as the finest and most beautiful ever created by the world-famous Fisher organization!

Here is not only a new car but a new vogue--a vogue of symmetry, born of gently rounded contours instead of plain straight lines--a vogue of distinction, derived from sparkling colors, brilliant chrome-plated nickel and arresting new roof, radiator and

leader design--a vogue of tasteful luxury, composed of finest mohair velvet upholstery, artistic hardware and fittings and new appointments of comfort and convenience not to be found in any other automobile--

--and the vogue is proving so popular--the motoring public welcoming it so enthusiastically--that this beautiful new Buick continues to outsell all other cars above the very lowest price field by an overwhelming margin!

The entire country is hailing the Silver Anniversary Buick. The entire country is saying, "That's the style!"

{The Silver Anniversary}
BUICK

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

WHEN BETTER AUTOMOBILES ARE BUILT BUICK WILL BUILD THEM.

FLAG SIGNALS FOR MOTORISTS.

Useful Means of Giving Warnings.

BRIGHTER MOTORING.

A signal system for motorists which would warn other drivers of what to expect of any other car is suggested by a writer in London "Opinion." It has always been the habit of ships on the crowded highways of the sea, he writes, to advertise their needs and circumstances to one another by means of jolly little flags of various colours and shapes. This is a decorative habit, and it has always seemed to me a pity that a wider use is not made of it ashore.

Now at last the opportunity has arrived; the crowded highways of the land are becoming even more crowded than those of the sea.

So I suggest that in future all cars should be obliged to carry a short mast, about six feet high, on the offside, where it could be most conveniently manipulated by the driver, and from this mast signal hoists, roughly corresponding to those in use at sea, should be flown.

Such a regulation would not only make for brighter motoring, but it would enormously increase the factor of safety. Let me give a few examples of the sort of signals which might figure in the motorist's code book.

For instance, a yellow pennant

This is my first car, and flown with a blue square above it, it would further indicate This is my first time out alone.

Then other motorists could give it wide berth on the starboard side when passing it.

On the other hand, a black flag bearing a skull and cross-bones would signify

I race at Brooklands, and other drivers would be saved the trouble of trying to overtake it.

A red flag with a black centre would mean

My brakes won't work. If flown with a green one, with zigzag lines, it would mean

My steering is uncertain.

The man who is liable at any moment to stop in the middle of the road and get inadvertently into reverse could be marked with a large red spot on a plain ground, whilst the habitual cutter-in might be indicated by a pennant of red, white and blue check.

The yellow flag of quarantine might stand for

I am slightly intoxicated, and the black pennant with a yellow border for

I usually stall my engine when I slow down.

Signals of distress would be equally useful, ranging from "I have no gas" to "my back axle has dropped off;" mutiny in the back seats might also be suitably indicated.

There is one other signal I have not mentioned--a large square flag of a vivid red; this should certainly be reserved for

My wife is driving.

It is a nice idea. Our big arterial roads are drably monotonous at the present time, but if each car were to carry its appropriate hunting they would look like Kew Gardens in tulip time. It is well worth considering.

TESTING DRIVERS.

Diverse Opinions at Home.

VEXED QUESTION.

Should motorists in England be made to pass a driving examination before taking their cars on the road?

The vexed question has again been raised by Mr. Lionel Rapson. Mr. Rapson has written to the Home Secretary on the subject. "Many motor accidents, and quite possibly the majority, are due to unskilled driving," Mr. Rapson said.

An official of the Home Office stated that Mr. Rapson's suggestion had been handed to the Ministry of Transport for their consideration, says a Morning Post correspondent.

An official of that Ministry stated that the Department was not prepared to go to the length of saying that the majority of accidents were due to unskilled driving.

"Nothing has happened (he said) since the drafting of the Department Committee's report to make the Ministry change its mind. The signing by the driver of the statement that he has no disabilities is considered sufficient."

The Automobile Association is definitely against the examination. "We are opposed to compulsory examinations for drivers," an official of the A.A. declared. "There is no case for it. When a driver owns his own car it is to his personal interest not to break it up, and when he is driving somebody else's car or his firm's lorry he must begin by learning."

An official of the R.A.C. stated that the examination was a good idea but difficult to put into operation. "We must first know exactly what Mr. Rapson suggests in the way of a test," he said. "We are, however, of the opinion that accidents are not so much due to the unskilled driver as the reckless driver, who is often fully experienced."

The R.A.C. already have a reasonable test for drivers wishing to take their cars abroad.

System in France.

A driving licence is exacted from all would-be possessors of the joys of motoring in France, and is only delivered to them after a practical examination. The examination is simple, but rigorous. It is carried out by inspectors appointed by the Service des Mines, which is also the authority for registering and classifying motors themselves.

Applicants for a licence are required to attend at the police station, whence, accompanied by an official, one is required to drive round sharp corners, down steep inclines, and through a network of small streets chosen specially for the purpose. If this is successfully accomplished a viva voce examination on the rudimentary parts of a car follows. But failure either while driving or in knowledge of the mechanism of the car leads to a refusal of a licence.

Granted these obstacles are safely passed, the applicant has

yet another ditch to cross. This relates to the law of the side, and when one may pass on the wrong side, and what action is required at cross roads.

Many a candidate is sent back on this count, although if he has passed on the rest, he gets the benefit of it with a certificate that allows him to come up again for the theoretical part alone.

The experience of one accustomed to other roads as well as those of France tends to show that the French test has real value. It keeps the physically disabled and mentally incompetent off the road and ensures that everyone who takes the steering wheel of a motor-car in his hands has had some sound initial instruction in how to use his own machine and how to behave towards his neighbour.

BUS IS GIANT INFANT.

"Although bus transportation is in its infancy, with the average age of 66 bus companies at four years," says the American Automobile Association, "the miles of route covered by the motor bus exceeds by five per cent. the route mileage of the railroads and by 463 per cent. that of the electric railways."

ASK LICENSE LAW.

Twenty-five civic and business organizations of Ohio are clamouring for a state law requiring every motor vehicle driver to have a driver's license.

CHINA UNDERWRITERS, LTD.

FOR ALL CLASSES OF

MOTOR INSURANCE

WRITE FOR PROSPECTUS

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Mileage Headquarters right this way!

Goodrich Silvertowns

"Best in the long Run"

We do business on the oldest rule of success--the rule of giving our customers the most for their money.

The most mileage from your new tires--because we have chosen, from our experience, the tires we know deliver the most.

SOLE AGENTS:

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UNIVERSAL MOTOR & SUPPLY CO.

Kayamally Building, 22, Queen's Road, Central.

Phone C. 4915.

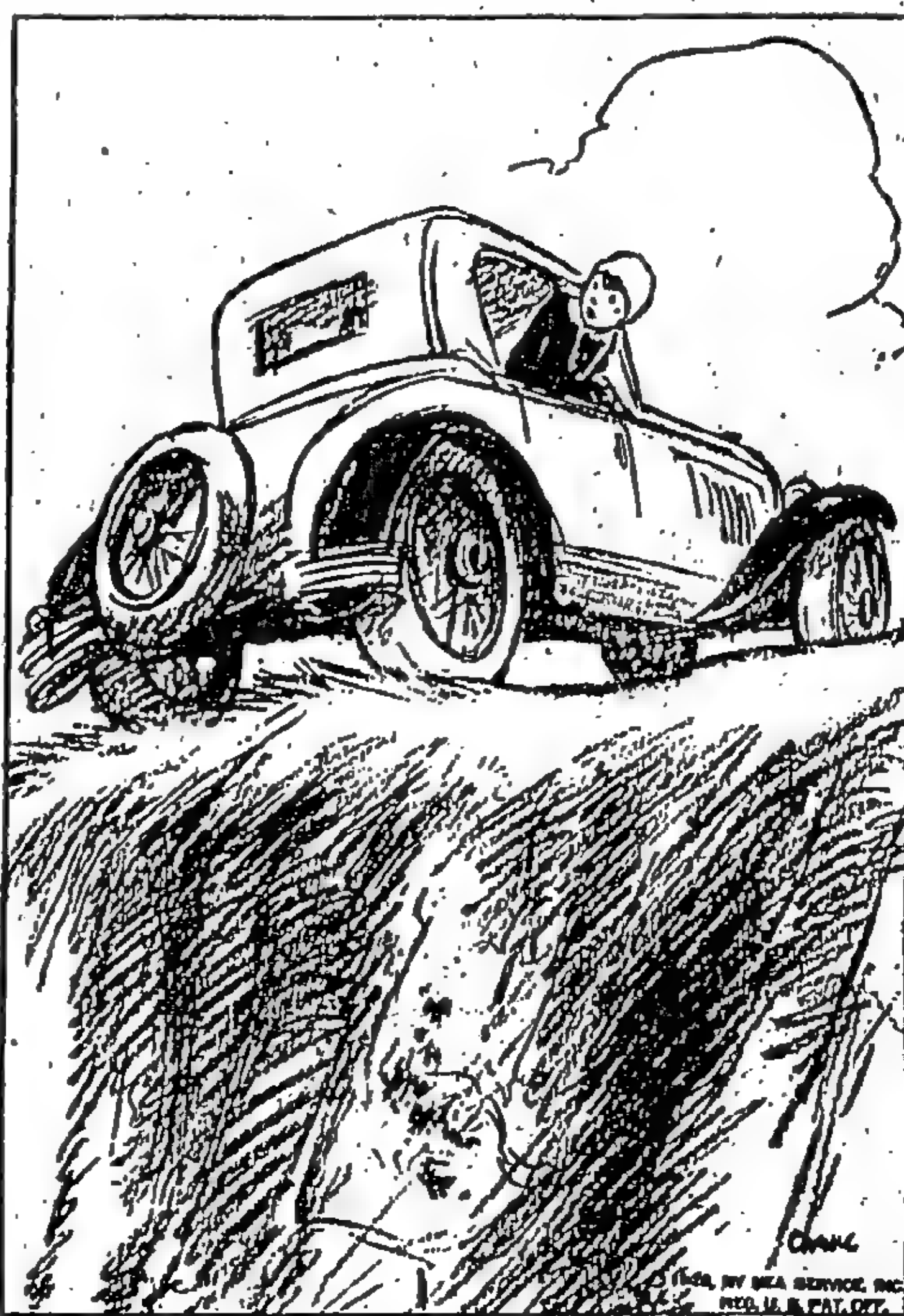
All sorts of Automotive Accessories also in stock.

AUSTIN OWNERS!

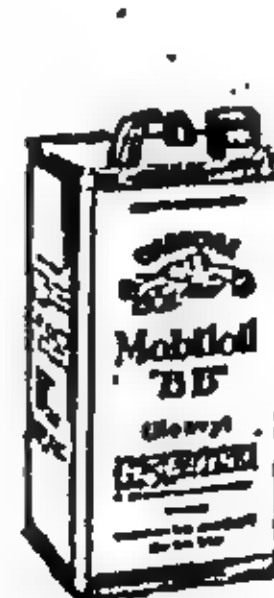
THE *Austin* MOTOR COMPANY LTD

RECOMMEND Mobiloil

SO NEAR--AND YET SO FAR!



"Oh, you've got several inches more yet."



Austin cars are famous the world over for sturdy efficiency. Austin design leaves nothing to chance and the lubrication system of all models is designed to protect every bearing surface perfectly. But only by the use of a quality oil can you enjoy Austin motoring at its best. Thus the Austin Motor Co., Ltd., approve the use of Mobiloil--the world's quality oil--and endorse the recommendation of the Mobiloil Chart.

AUSTIN--All Models

Engine: MOBILOIL "BB"
Gear Box: MOBILOIL "BB"
Back Axle: MOBILOIL "O"

VACUUM OIL COMPANY.

A Wardrobe That Defies Imitation



A Flounce and Cap Sleeves
Of Fine Black Net
Distinguish a Robe de Style
In Coral Chiffon Velvet
Embroidered With Crystal



Chic Jauntiness Is Found
In This Maroon, Blue and Tan
Sports Ensemble With Its
Sea-going Jacket of Rep
And Its Unusual Belt

The Woman
Of Discrimination
Chooses Every Costume
For Its Becomingness
To the Occasion
And Herself

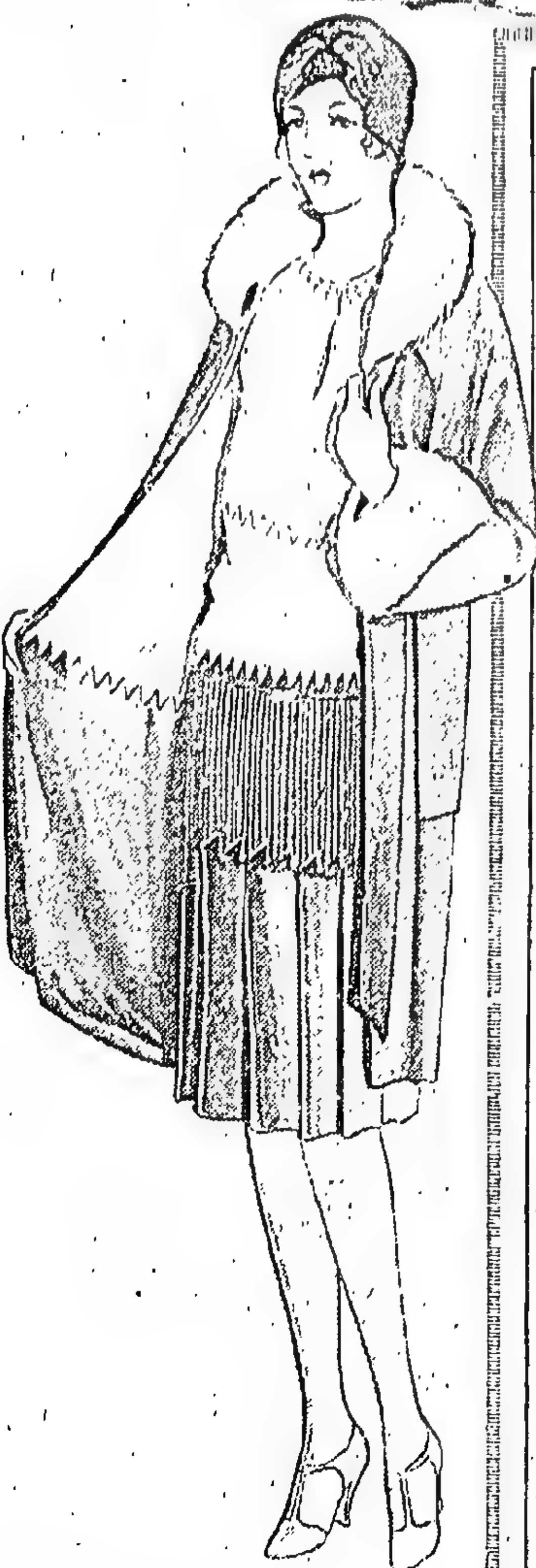


The Sparkling Bandeau and Cloche
Are Important Accessories
To Evening Ensembles . . . Diamante
And Crystals Make This Bandeau



Gold and Flame
Are the Tones
Of This Rich
Evening Ensemble
Of Moire,
Chiffon and Fur

All Costumes From
Eldridge Manning,
New York, Creator
Of American Styles



The Glossy and Dull Surfaces
Of Black and White Charmeuse
Meet Pointedly in This Ensemble
With Collar and Cuffs of Ermine

THE day of democracy in dress seems to be past, although certain underlying principles govern all good clothes.

There is the ensemble theme, for example. The jaunty sports ensemble for morning, the rich velvet and lace ensembles for afternoon and the scintillating ensemble for evening all belong to the same family.

New clothes are extremely individual in their formality and richness. They are subtle, also, in the way they take just as much of the molded silhouette as they want, add jaunty tiers or graceful drapes, and evolve a chic character all their own.

The "little frock" is perhaps the one that is least likely to be distinctive and different. The one shown at the lower right is completely satisfactory on both scores.

It is beige wool jersey, with an unique hip-yoke effect, an effective trim and a very interesting bodice treatment.

This bodice molds to the figure at both sides, giving that chic slender waistline that is so attractive on the youthful figure. The neckline is simple, rather shallow in front and back but rather wide over the shoulders. This neckline, as well as the cuffs, the natural waistline and the bottom of the skirt are trimmed with graduated circles of lizard skin.

The skirt has a pointed yoke of box-pleated jersey, with a full circular skirt attached to it. The yoke is joined to the bodice above the natural waistline, though the polka dotted lizard-skin trim is exactly at the waistline.

The snug hipline of this frock shows how the smartest things this year build upon the princess theme, at least so far as the hipline is concerned.

A gay striped angora wool scarf and purse combination of accessories give colour and beauty to this little frock. The colours of the scarf and bag are beige, rose and a deeper tone of red in stripes of various widths.

There are three good reasons for showing the natty little debutante's sports ensemble at the top of the page: its royal colour scheme which includes maroon delft blue and tan; its nautical decoration; and the modernistic placing of its belt.

Tan wool rep fashions the chic skirt with its pleats all pointing the same way. Tan crepe de chine makes the tunic with an asymmetric banding of delft blue at the bottom, and a maroon rep belt placed most modernistically above this. The little monogram in the front is circular, simulating a buckle.

The little jacket of maroon rep is not the least smart note of this ensemble, so jaunty is it, with its delft blue naval decoration and two handy pockets, lined with delft blue. The scarf is of blue, banded in maroon and the hat of tan has both maroon and blue on it.

BLACK and white are in high favour for formal daytime ensembles. Nothing surely could be smarter than the black and white charmeuse afternoon ensemble at the lower left. The shiny side joins the dull in points for novelty and ermine lends its gracious richness.

The dull charmeuse is side pleated for the lower part of the skirt, with the glossy side of the fabric in points to give the snug hipline. The pointed motif is again brought into play where the black meets white at the waistline and where the shiny side of the white meets the dull surface higher up.

A very unusual crew neck, with tiny pointed motifs in shiny silver finish this little creation. The sleeves use both the dull and the shiny surfaces also.

The coat of black broadcloth is lined with the gleaming side of both the black and the white charmeuse, again pointing their way to chic where they join. Pointed cuffs and a chic standing collar are of ermine. The little turban combines hatter's plush and felt.

The ever popular robe de style achieves a new exquisiteness in the costume at the top left. It is developed in coral chiffon velvet, black net and diamante and crystal trim.

Nothing could look more like a lovely party than this youthful gown. Its bodice has a slightly basque effect and the very full skirt is shirred onto the bodice.

This full skirt, which is shorter in front and much longer in the back, is delicately and most effectively embroidered all around its ample lower edge with

diamante and crystals in an intricate, floral design. Black net falls as a lower flounce from the velvet's edge, allowing the gown to give the appearance of being fashionably short, yet in reality almost touching the floor.

Correspondingly individual are the little cap sleeves, a decidedly new and charming touch over pretty arms.

SMART almost beyond description is the sumptuous evening ensemble of gold moire and flame at the upper right. Its lines are swell, its scintillating fabric luxurious and its colour superb and stimulating.

The gold moire gown is form-fitting, a real princess gown, with a gorgeous flare below the hipline, and with a deep lining at the irregular hemline of flame-coloured chiffon which shows when Milady dances.

The cut of this gown's bodice is lovely. Its shoulder line is asymmetric, with its one jewelled strap of garnets and diamante and its other side of the moire itself.

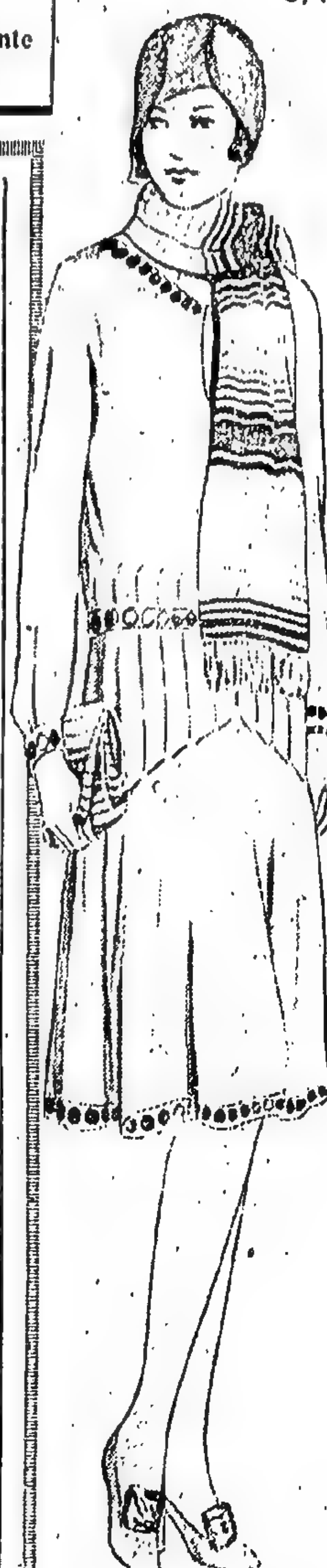
At the waistline a handsome buckle of garnets and diamante match the shoulder strap. It is very long in the back, almost touching the floor.

The wrap of matching moire is richly lined with flame-coloured velvet. Its sleeves are its unique addition to chic. They, too, are richly velvet lined and their beauty is enhanced by this flame showing through the wide cuffs. The collar is of beige fox, a very large, very high collar.

The turban is of gold cloth and gold pendant earrings are set with diamonds and garnets.

THE matter of accessories grows more important as the winter wears on. The style of having a jewelled headband match the gown's trim is new and delightful.

The bandeau, shown at the top of the page, is worn with a black velvet gown that has a long garland of diamante and crystal leaves swinging down the left side from the neckline to the hem. At the top of this garland a single flower glows, a diamante flower with a huge crystal in its centre. A similar flower blooms at the waistline and the garland tapers to small leaves near its end at the hemline.



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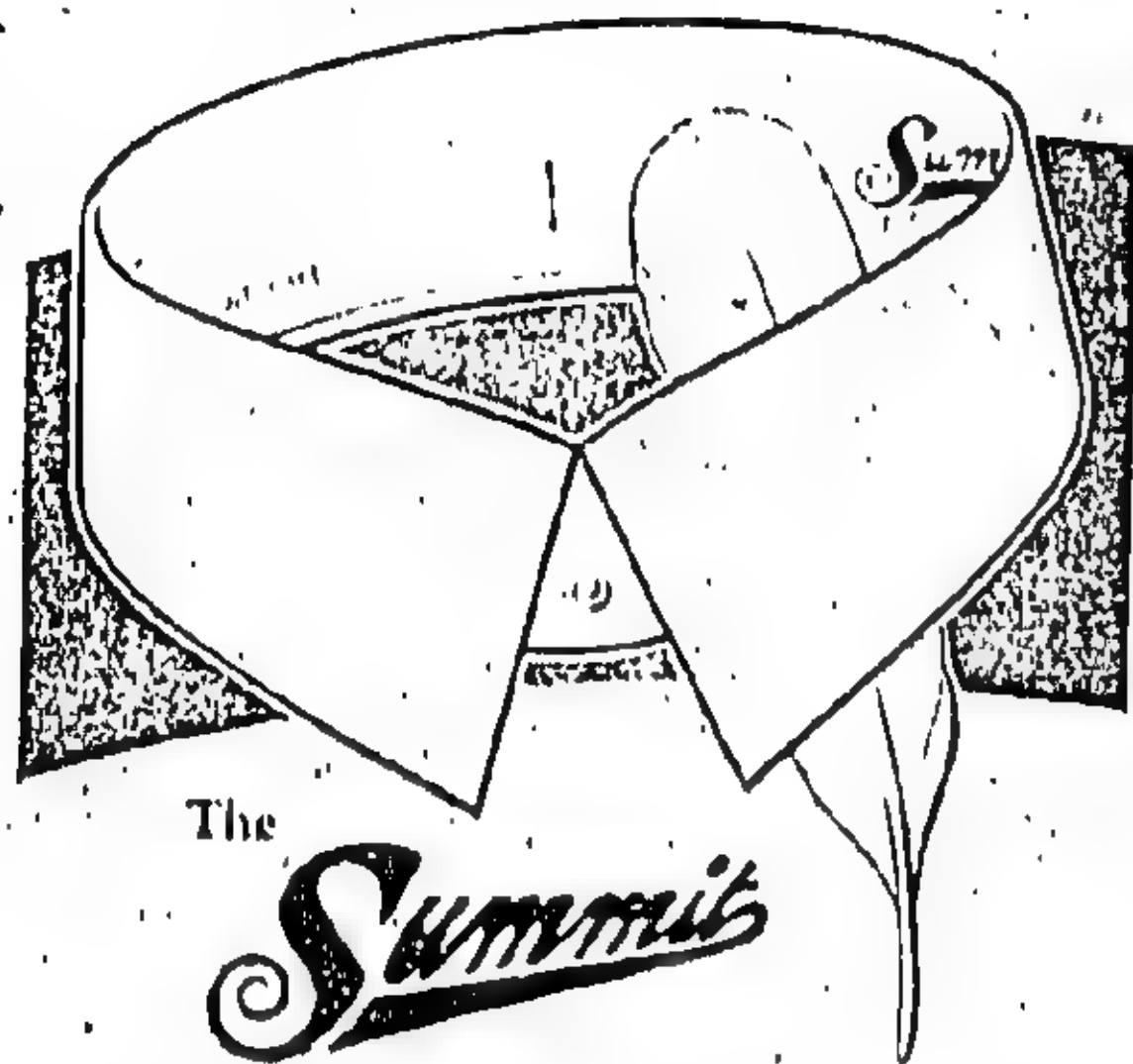
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Pictorial Supplement

January 12th, 1929.

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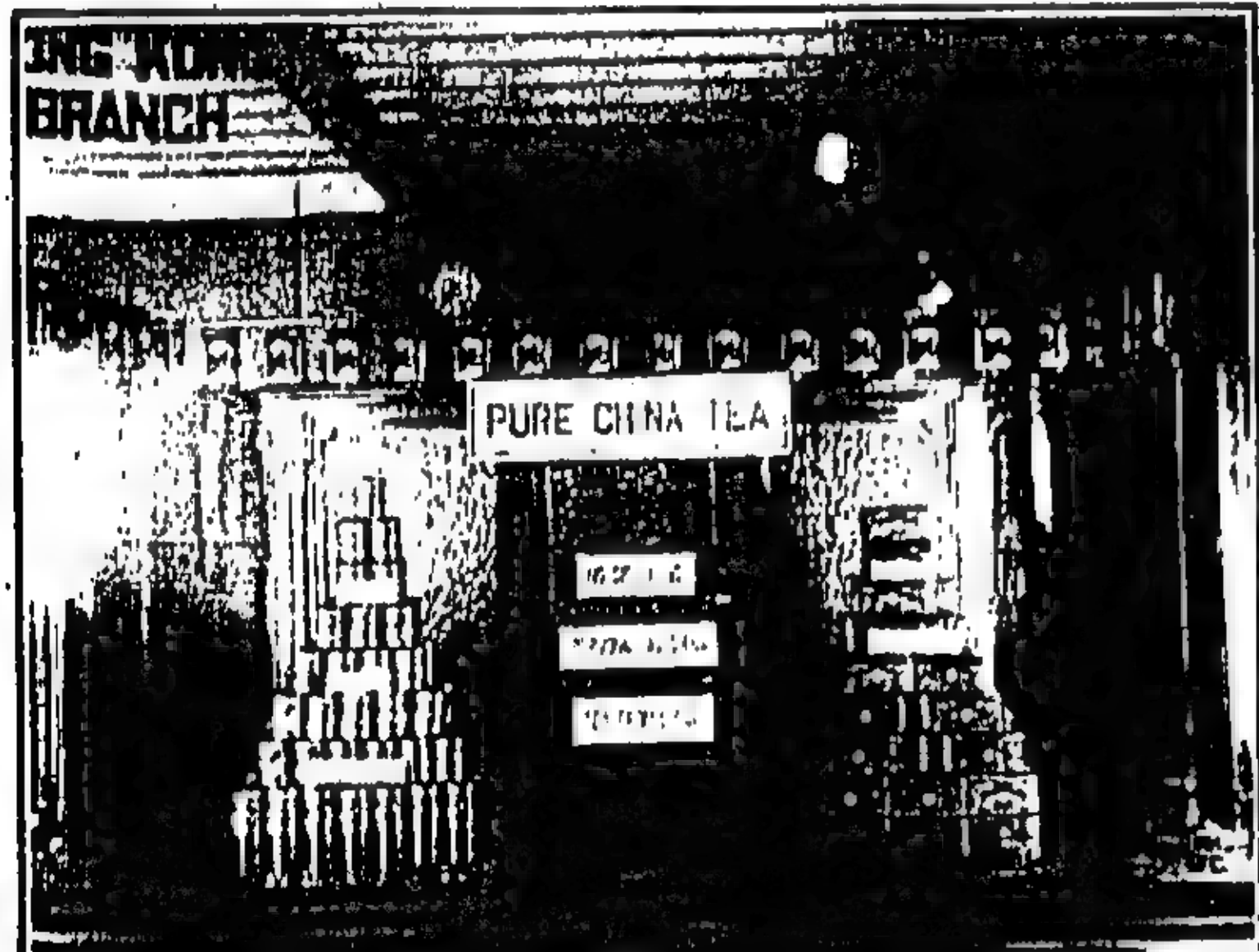
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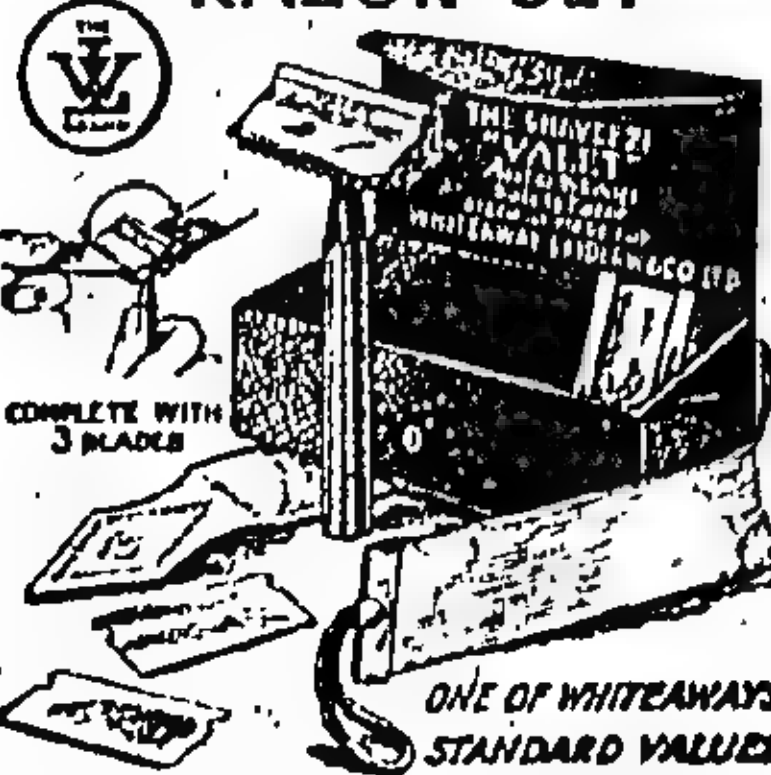
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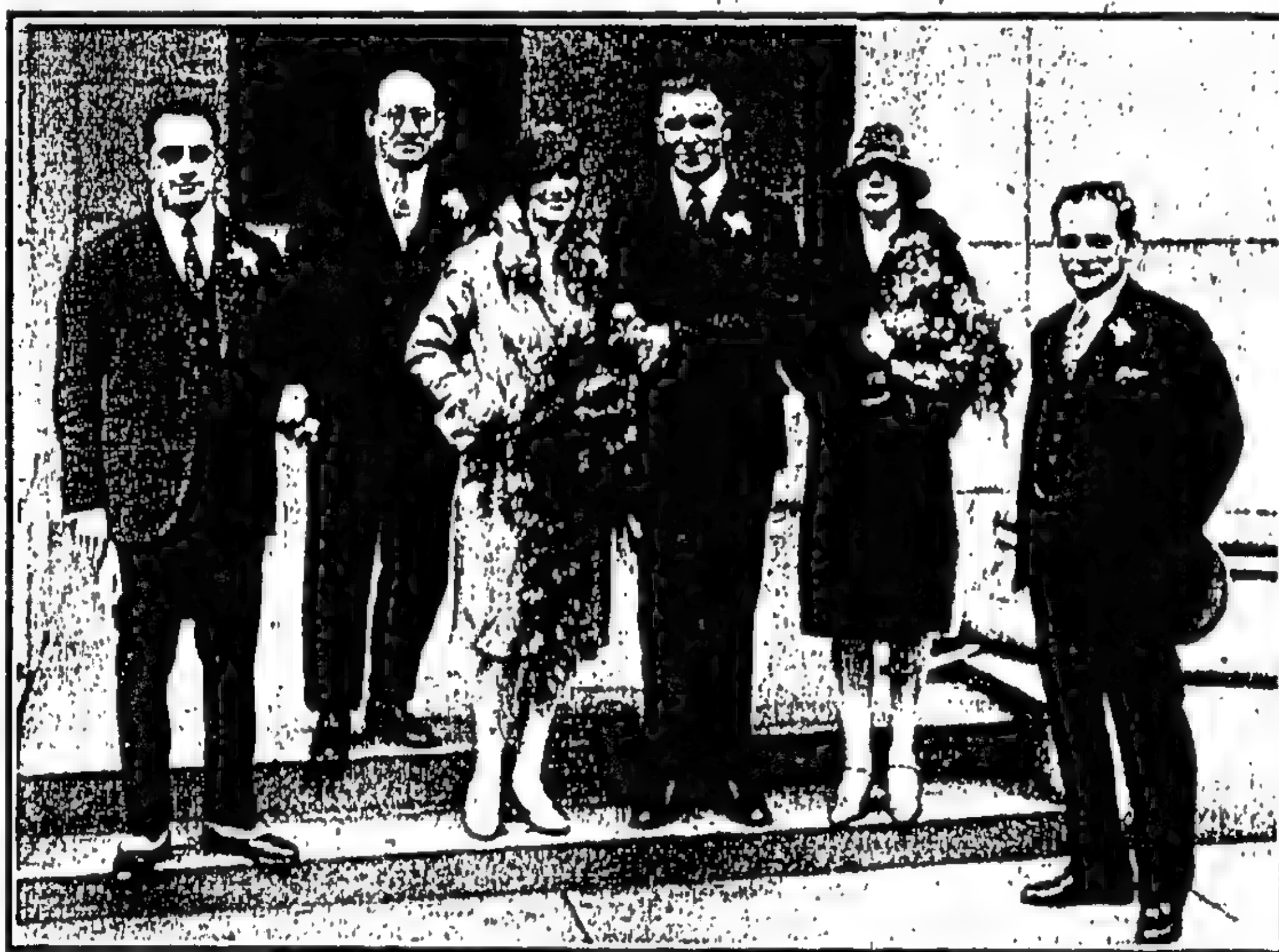
THE STORE FOR VALUE.
HONGKONG.



Wedding photograph of Mr. C. N. Dragon and Miss L. M. Santos.
Taken at the Roman Catholic Cathedral on Wednesday last.



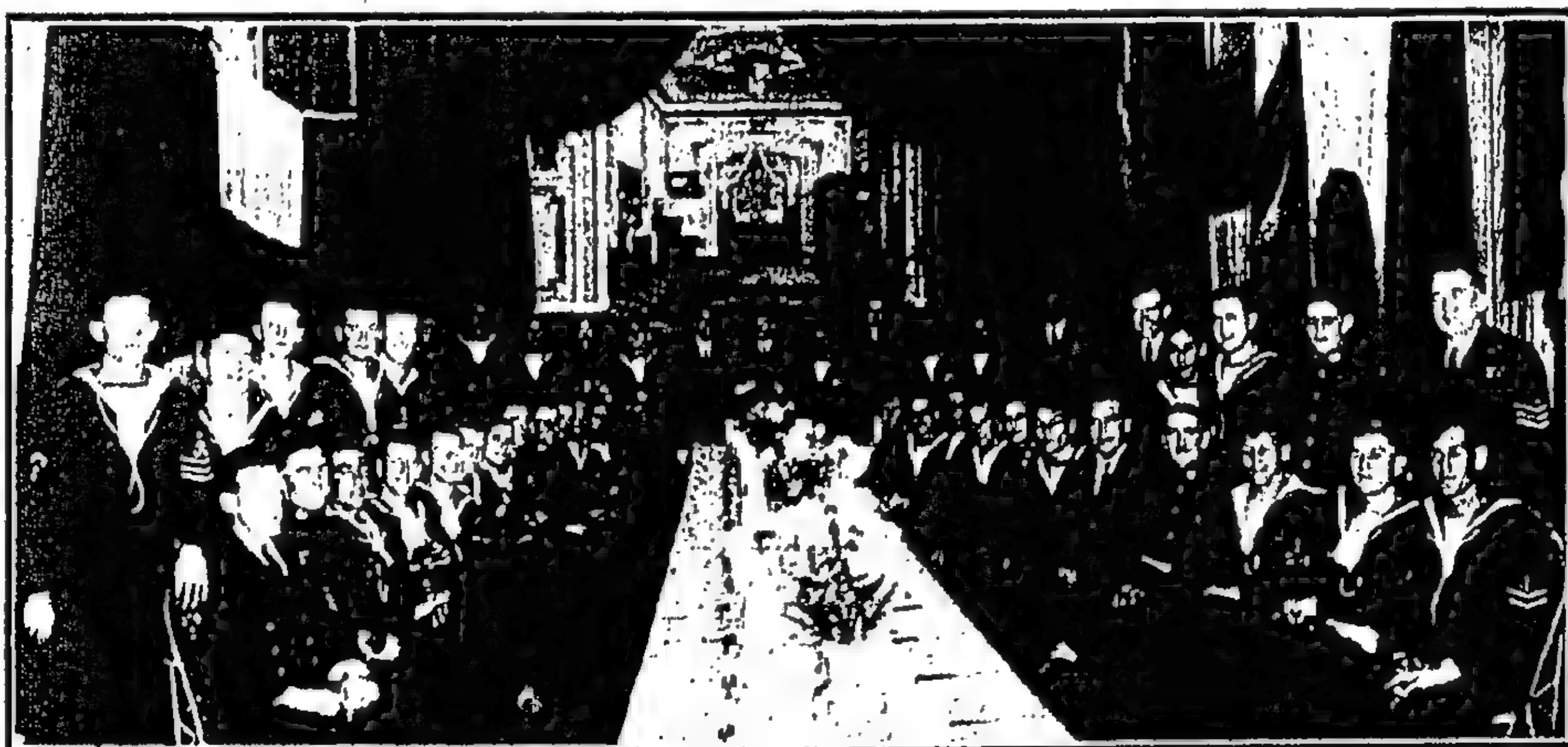
A photograph of a set of the new coins struck by the Irish Free State, the first issue of which was made on December 1. The designs on the reverse, which are symbolical of the natural wealth of Ireland, are representations of the Irish hunter, salmon, bull, Irish wolfhound, hare, hen with chicks, sow with litter, and woodcock. The obverse shows the harp. (Photo: Times copyright).



Photograph taken at the Supreme Court after the wedding of Mr. Lionel Mellae and Mrs. M. P. Hurley (nee Goldenberg), on Thursday last.



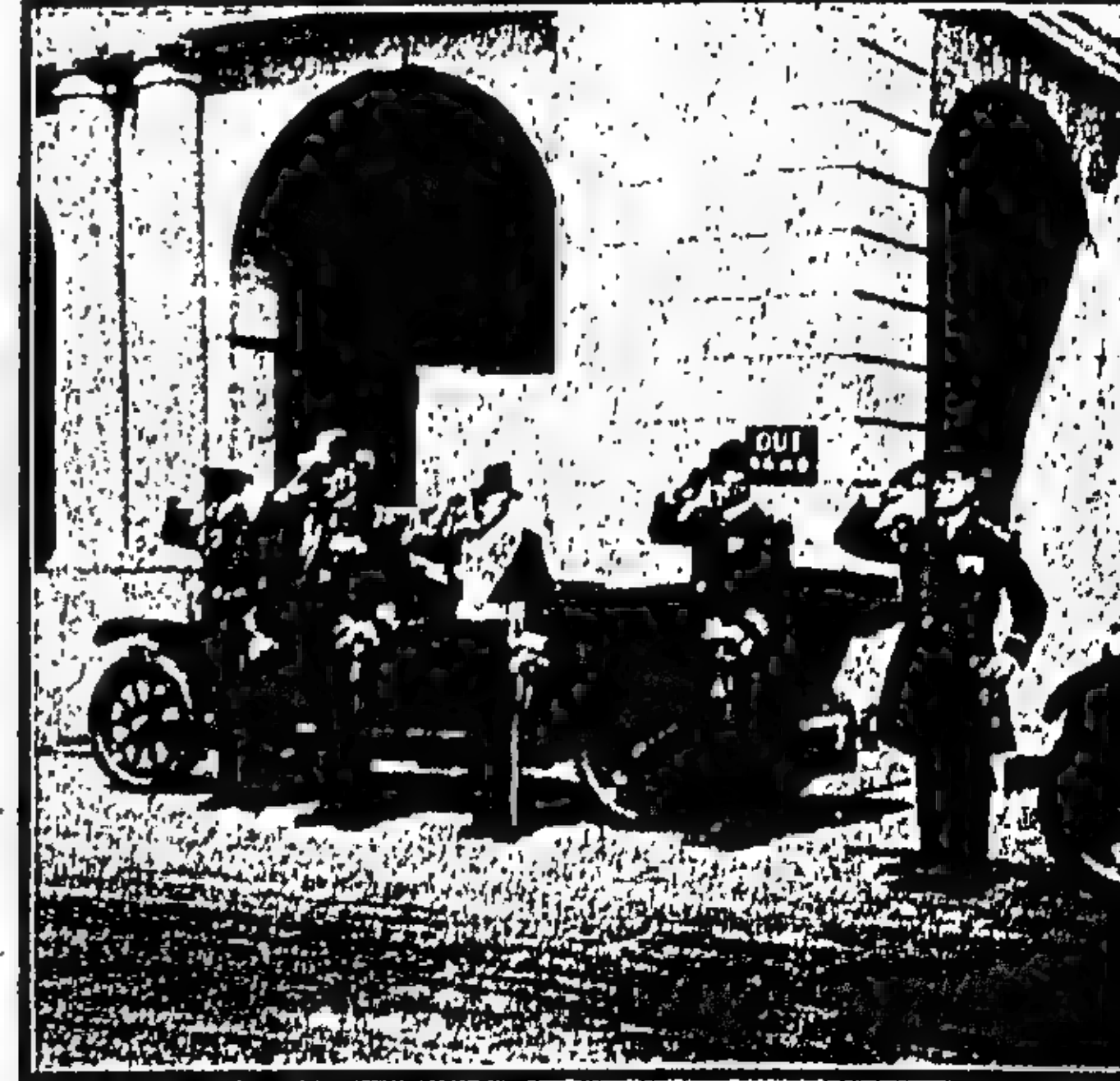
Group photograph taken after the wedding at St. John's Cathedral on Saturday of Mr. Clarence L. Farmer and Miss Dorothy Goodman. (Photo: Mee Cheung).



Photograph taken at the Royal Naval Canteen on Saturday night, when a farewell dinner was given to 27 members of the communication staff (signalling and wireless) of H.M.S. Tamar. (Photo: Mee Cheung).



Boy Scouts formed an archway of staves when Mr. Liu Tai-man, Scoutmaster of the 25th Hongkong Troop, was married to Miss Tam Siu-ha, at All Saints Church, Homuntin.



The above pictures were taken on Wednesday when Rear-Admiral A. ten Broecke-Hoekstra, Commander-in-Chief of the Netherlands Fleet in Far Eastern Waters, made an official landing from the Dutch cruiser Java. Our photographs show the group at Government House, the distinguished visitor inspecting the Guard of Honour and saluting on landing. (Photos: Ming Yuen).

FIGHTING SPEECH
BY POINCARE.DESIRE TO STAY FOR THE
REPARATIONS ISSUE.

DICTUM REITERATED.

Paris, Jan. 12.

M. Poincare scored a great oratorical success this afternoon when the debate to decide the fate of the Government was resumed. The Premier spoke for three hours with scarcely a pause, and he took the reparations problem as his main theme.

M. Poincare pointed out that it would be nothing short of disastrous if the reparations negotiations were interrupted by a French Cabinet crisis.

His sole reason for seeking to remain in power was to carry through the reparations and inter-allied debts negotiations.

Referring to the former, M. Poincare reiterated his dictum that France must receive during the period of her payments to Britain and the United States, a sufficient sum from Germany to cover such expenditure, plus an adequate sum for reparations.

If the French proposal was accepted, he said, France's position towards her creditors would be materially improved.

To-day will decide the fate of the Government which is once again called on to stand its trial in the Chamber. M. Poincare is demanding an immediate verdict. The Socialists and the Radical Socialists spent the whole afternoon fulminating against the Government's policy. Provoked by the Socialist taunt that he was a "prisoner of the Right" and the Radical Socialist accusation that he allowed the reactionaries to flatter him and meantime combat the Republican regime, M. Poincare angrily shouted, "It is a question of knowing whether the Government exists. We intend to exist and persist."

Old parliamentarians forecast a majority of about forty. After a long debate, during which the Socialists and Radical Socialists were particularly bitter, M. Poincare obtained a vote of confidence by 325 votes to 251. — *Reuter.*

SALVATION ARMY
CRISIS.

(Continued from Page 1.)

that if he had been asked to resign by a council convoked with the obvious intention of depriving him of power and appointing a successor it would have been a very different matter, and personally he would not have regretted the request. A few months must elapse before he will be able to return to his post, he "will you give me time?" He proceeds to propose the appointment of the council mentioned yesterday, and was prepared to appoint a commission to inquire into desirable changes in the constitution, as requested in Miss Eva Booth's memorandum of October, 1927, which had engaged his constant attention until he was taken ill.

The "War Cry" Called In.

It appears that 20,000 copies of the *War Cry*, containing General Booth's letter to the Council, were printed before the Council were aware of it, and the Council immediately took steps to stop the printing and ordered the destruction of all copies run off.

A King's Counsel has been retained on General Booth's behalf.

The Counsel Engaged.

London, Jan. 11.

The eminent counsel, Mr. Jowitt, K.C., has been retained to act for General Booth, and will address the High Council of the Salvation Army on his behalf in connection with the differences which have arisen regarding the Salvation Army leadership. — *British Wireless.*

THE GIFU TROUBLE.

VILLAGERS PRESENT A
PETITION TO THE GOVERNOR.

Osaka, Jan. 11.

Three thousand peasants and their leaders marched to the Gifu Prefectural Office to-day, seventy of them interviewing the Governor, who gave no assurance that the villagers' petition would be heard.

There was no riot, the crowd waiting outside patiently. Public procurators have arrested eighty persons in connection with Tuesday's riots. — *Reuter.*

[The trouble concerns the construction of a river dam which is alleged to affect irrigation rights of the villagers.]

H.M.S. Kent left Batavia for Labuan yesterday and the Cumberland arrived at Penang from Singapore.

"CHILDREN'S HELL" IN
RUSSIA.NO HOPE FOR MILLIONS NOW
HOMELESS.

Count Kokovtsov, former Finance and Prime Minister of Russia, has contributed a striking article to the "Revue des Deux Mondes" on the homeless children of his country under the rule of the Soviet.

Most of the statistics quoted by him come from official Bolshevik sources. Since 1925, when the world learned to its horror that there were in Russia millions of children homeless, uncared for, the prey to every form of disease, vice, and criminal tendency, the official figures have been reduced to some 800,000. Count Kokovtsov gives reasons for thinking that the diminution is on paper merely, and that this almost incredible social plague continues with its full force to blight a once flourishing land.

Commissioner's Admission.

It was Lunacharsky himself, the Commissioner for Education, who said, speaking to a conference in November, 1927, "We have new cadres of homeless children created by the social conditions of life to-day." This admission effectively disposes of the ordinary Soviet pretence that the problem was a heritage of the war. Indeed, anyone who was, like the present writer, in Russia in 1919 can testify that there was no real class of homeless children then at all.

What Lunacharsky said is borne out by the "Truth," the official organ of the Bolshevik Trade Unions, which in an article on April 23, 1927, attributes the majority of cases of homeless children to the children having deserted parents who were "unable to give them food. Parents had no food to give on account of the famines that ravaged Russia in 1921, 1922, 1923, 1924, and were the direct result of the Soviet economic system."

This is, in Count Kokovtsov's view also, the chief explanation of the existence of the hordes of homeless children. The famine of 1921 resulted in between 1½ and 3 million deaths, and caused a startling outbreak of cannibalism. The famines of subsequent years affected severely from eight to 20 million. Partial famine has recurred again since.

All that the Soviet Government has done to cope with the evil is to abolish two excellent private societies for the help of children that were already in existence and to open a number of Children's Houses in different places that, according to Lenin's widow in 1923, were sheltering at the most 800,000 out of seven million homeless children. Worse still, these houses, by the testimony of Bolshevik papers themselves, are hotbeds of disease, crime, and vice, and are a very emblem of misery. It is almost equally horrible to hear these conditions exalted as a virtue by Soviet writers. Count Kokovtsov quotes from the work of Professor Zalkind, "Childhood Abandoned," published at Moscow in 1926, the following:

Soil for Communism.

"The middle and lower middle class family brings to the surface in the child unwholesome, individualist, sexual, and fantastic characteristics. Famine, cold, the absence of toys, comrades, and the street are what attract the child, organise it, create social bonds, and preserve it from excessive egocentrism, and unwholesome phantasies." The Communist woman writer, Maro-Lavina, maintains that the nature of homeless children provides an admirable soil for the cultivation of Communism.

Then is there no hope for the end of what Count Kokovtsov truly calls "a children's hell?" None, is his conclusion, so long as the causes of it last—that is, the conditions imposed by the Soviet tyranny.

LADY NORTHESK WEDS

ONLY FIVE PEOPLE AT
REGISTER OFFICE CEREMONY.

Only five people—four men and a woman—in addition to the bride and bridegroom—were present at the wedding at Prince's-registries Office recently of Lady Northesk and Mr. Vivian Cornelius.

The bride, wearing a beige fur-trimmed coat of chiffon velvet and a small felt hat to match, arrived with a woman friend dressed in black.

Lady Northesk was formerly Miss Jessica Brown, of the Ziegfeld Follies. She married Lord Northesk in Chicago in 1923, and recently divorced him.

Mr. Vivian Cornelius is the son of Mr. Percy Cornelius, of Windlesham, Surrey.

H.M.S. Cumberland will sail from Hongkong at 5 p.m. to-day for Shanghai, calling at Santu Inlet and Nimrod Sound en route. The cruiser is due at Shanghai on January 20.

COMING GENERAL
ELECTION.MINERS' FEDERATION READY
FOR CAMPAIGN.

WILL RUN CANDIDATES.

London, Jan. 11.

As a result of the depression in the coal-mining industry, the Miners' Federation has been faced with the question of providing adequate funds to enable it to have a sufficient number of Parliamentary candidates at the coming General Election.

The Federation, at a meeting to-day, however, decided to run the same number of candidates as last year, and, in order to meet the expenditure, adopted a scheme whereby the Political Fund is to be readjusted so that the richer districts will contribute to the support of the poorer districts.

Members of Parliament representing miners have agreed on a voluntary reduction of their allowance from the Federation. — *British Wireless.*

MACDONA PLAYERS.

PACKED HOUSE FOR "MRS.
WARREN'S PROFESSION."

A remarkable presentation of "Mrs. Warren's Profession" was given by the Macdonas Players before a packed house at the Theatre Royal last night, and the final curtain was greeted by long sustained applause.

Of all Shavian plays, it is probably the most criticised and the most difficult to portray effectively. For once, Shaw's sharp wit is secondary to the action, and while there is much humour, centred largely round Frank (Arnold Walsh), the play chiefly consists of a very human problem offering great dramatic possibilities. The Macdonas Players handle it with great care, the result being a very pleasing and convincing production.

The extremely difficult part of Mrs. Warren was safe in the hands of Joan Hopwood, while the hardly less onerous role, that of Vivie, of the very modern school of feminism, is capably interpreted by Daphne Carr.

Terence O'Brien demonstrated his wonderful versatility, by a real Sir George Crofts, the cynical man-about-town, while Arnold Walsh enhanced his reputation very considerably. Mr. Drewitt in another paragon role was not likely to fail.

The same piece is being given to-night.

WANHSIEN OUTLOOK.

A naval wireless message from Wanshieng says it is confirmed that Yang Sen and his troops have now left the vicinity. It is hoped that trade will be opened at Wanshieng immediately.

Yesterday's return of notifiable diseases show 16 further cases of small-pox, all Chinese, of which 13 were from Kowloon. There was also a British case of typhoid fever reported.



"I oughta' bawl that guy out for makin' that poor horse stand out in the sun on a day like this."

ADVENTURE ON HIGH
SEAS.RUM RUNNERS USE OF
BRITISH FLAG.

Vancouver, Dec. 16.

Captain S. S. Stone, Master of the Aquila, arrived here yesterday and told his story of the shelling of the steamship and her race for sanctuary in Mexican waters.

The Aquila sailed with liquor from a European port, under temporary British registration bound ostensibly for Shanghai. When 121 miles from the American coast in the Pacific the American coast-guard cutter Tamaroa approached and ordered her to heave to for a boarding party. Captain Stone refused and also refused the Tamaroa's request that she should come and examine the ship's papers.

Thereupon the cutter opened fire with six shells, four hitting Aquila just forward of the rudder above the waterline. Captain Stone then hoisted to for the protection of his crew, and in reply to another demand agreed that if the Tamaroa fired across his bows he would permit a boarding party aboard.

Forced to Leave Ship.

The cutter's boarding crew came aboard and Captain Stone, at the point of a gun and in the presence of his men, was forced to leave his ship and go aboard the captor. A prize crew then took charge and, despite protests, hauled down the British flag.

The next day Captain Stone was transferred to the Cabokia and that night was returned to the Aquila. Two days later the Cabokia came alongside, and the commander said he had orders to seize the ship's papers and to take her to port.

Then the race, recorded in my message to the *Morning Post*, dated November 11, followed Aquila reaching sanctuary at Ensenada harbour. "Several coastguards," said Captain Stone, "hung around the Mexican port like terriers before a badger hole, frequently broaching Mexican territorial waters by running into port to make sure the Aquila was safely inside."

The Aquila was eventually laid up, and Captain Stone, his three officers and the crew sailed for Vancouver, which they reached after eight months at sea.

BRITISH POSITION.

Aquila Without Right to Fly
the Flag.

It is understood that no steps will be taken by the British Government regarding the steamer Aquila. At the time of her capture by the United States coastguard steamer she had no right to be flying the Red Ensign. It appears that on the application of an unimportant British syndicate, the Aquila received a provisional British certificate on March 1 at Antwerp. This certificate was only good for six months and expired on September 1. It is known that the ship has been working for a well-known bootlegging concern in Vancouver.

The only British ship with a name like that of Aquila is the Aquilla (460 tons), owned by the Zillah Shipping and Carrying Co., Liverpool, who deny any knowledge of Captain Stone's ship. The only Aquila in Lloyd's list is a Norwegian vessel of 1,998 tonnage.

Excellent progress is being made in all directions in connection with the change-over of the Hongkong telephone network to automatic working and it is confidently expected that such change-over will be carried out by the date originally fixed, namely January 1930.

The Very Idea!

South Mimms, the vicar of which recently deplored the dearth of marriages, is now objecting to courting couples.

At a meeting of the Rural Council recently a letter was read from Mr. S. H. Wall asking the council to provide street lamps to stop the nuisance of courting couples standing about in the dark in certain lanes.

Mr. Tilbury. The matter is one for the police.

The Chairman: The police cannot stop couples courting.

Mr. Tilbury: They can stop loitering.

The surveyor was instructed to ascertain the cost of street lamps.

We have lost the Bible-reading habit, or it would not have been left to Sir Lawrence Weaver to dig out the verse from the First Book of Kings as a comment on Grosvenor House:—

"And at this house, which is high, everyone that passeth by shall be astonished, and shall hiss; and they shall say, 'Why hath the Lord done thus unto this land, and to this house?'"

And it is really a very difficult question to answer.

Geary swings and swings away, Swings across the wicket; Geary makes the batsmen play, All the day and every day, Till they fall and tick it.

Geary is himself a sly, Holds them very neatly, Well he knows the extra "nip" That will break a partnership Quickly and completely.

He will go on laying plots, Never stale or weary, Tying batsmen into knots.... For he knows their weakest shots More than they know Geary.

A Warrington nonagenarian, Mrs. Sarah Houghton, was so devoted to her little dog Paddy that when she died a photograph of it was placed in her coffin.

The dog had been her constant companion for several years.

The normal and healthy reaction of youth against age has been intensified by the killing off, in the war, of an intermediate generation. — *Prof. Gilbert Murray.*

The man who has done most for civilisation was he who discovered conscience as a driving power. — *Mr. J. D. Kershaw.*

The Englishman seems to have learned restraint and leadership while boys in other countries were learning Latin and arithmetic. — *King George of the Hellenes.*

English history is a masterpiece of absentmindedness. — *Prof. de Madariaga.*

"Know thyself" is really the sum of wisdom; for he who knows himself knows also God. — *Dean Inge.*

To-day's Dog Story:—"After lunch one day my brother sat smoking and talking with us longer than usual, evidently causing his dog, a fox-terrier named Monkey, uneasiness, and fear of losing his early afternoon walk. He barked, ran backwards and forwards to the open door, and tried every blandishment in vain.

"Suddenly he bethought himself and hastily left the room. Our conversation was continued, and in a few minutes a bumping noise, growing louder and louder, was heard, and in burst Monkey carrying one of my brother's heavy boots, which he laid on the hearthrug at his feet.

"We naturally laughed and applauded him; when he rushed away upstairs, and came down with—the fellow boot? No; alas with one of my brother's slippers!"

While a lecturer was addressing a meeting of women on "The Duties of the Housewife," he remarked that it was the duty of every woman to mother her husband. Wishing to see what impression this had made on his audience, he asked all those to stand who were willing to mother their better halves. Only one stood up.

"Ah," he said, "I am glad to see that there is at least one of you who is willing to mother her husband."

"Mother your husband!" cried the woman. "I thought you said smother your husband!"

The health bulletin of Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, gives the following cases, the figures in parenthesis indicating deaths: Plague, Cochín (10), Colombo 2 (2), Bangkok 2 (1), Pnom Penh 2 (2), Bagdad 5 (5); Cholera, Calcutta (13), Madras (2), Negapatam (1), Rangoon (1), Tuticorin 27 (15), Pondicherry (1); Bangkok 2 (2), Saigon 1 (1); Small-pox, Basrah 5 (3), Bombay 10 (6), Calcutta 2, Madras 36 (4), Moulmein (1), Negapatam 3, Rangoon 1, Pondicherry (1), Singapur 1, Bolawan Dell 3 (3), Pnom Penh 6 (3), Shanghai (14), Macao (6), Bagdad 7 (6).

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10, Ice House Street.

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BOOTS.

(in all sizes)

We have decided to clear the entire stock of "Bective" Boots, to make room for the new Spring Shoes. These include Black, Brown and Patent Leather suitable for Dress as well as Day Wear.

They are being offered at 25% Discount.

Gentlemen who prefer boots should not miss this opportunity of securing high-class footwear at a minimum cost.

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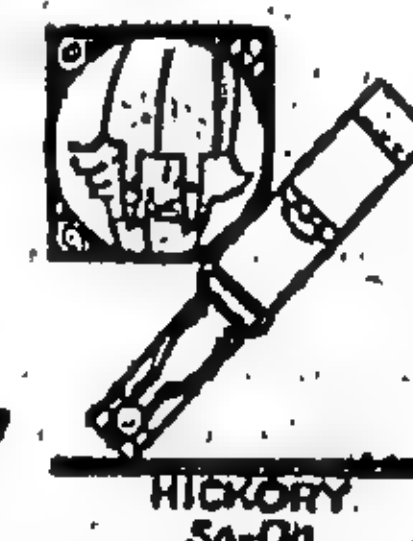
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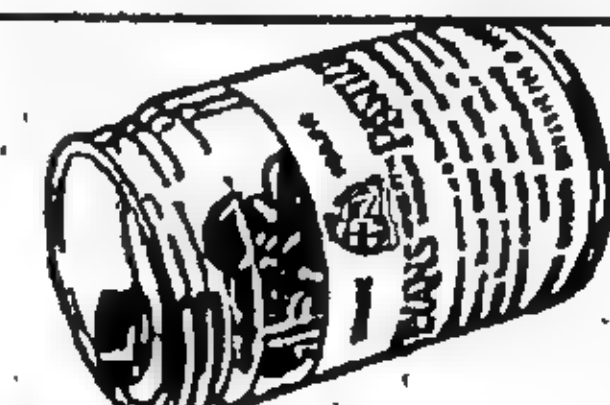
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THE WORLD OF SPORT



FANLING HUNT STEEPLECHASES.

THE NEW YEAR MEETING.

(By Ringtail.)

The Fanling Hunt steeplechase fixture will take place next Saturday, and by a look at the well-supported events, there is every reason to believe that the meeting will be a huge success.

His Excellency the Governor, Sir Cecil Clementi, has signified his intention of being present. At the conclusion of the race for the Military Cup, His Excellency will present the trophy, donated by Sir Victor Sassoon, to the winner.

There will be five events of which two are for non-winners, two handicap and one team race.

The "Maldives" includes quite a number of ponies new to steeplechasing. Amongst these I have noticed a couple who have been a great disappointment on the flat. Maybe they will take to the new game with a better heart, in which case they should prove handy candidates.

In the Handicap events there are some good ponies which should provide good racing, and I shall look forward to some exciting finishes.

The Grand Military Cup should provide one of the best races we have seen for many a day, as a number of our champion steeplechase ponies are all out to secure the handsome cup donated by one of the most enthusiastic of our racing sportsmen. As the K.O.S.B.'s have six ponies entered in this event, it is safe to assume that they will put up a big fight for the possession of the trophy.

Dr. Pierce Grove, the hard-working Clerk of the Course, is working assiduously in an effort to get the course in the best possible condition for the meeting, and he informs me that he expects the next meeting to be one of the best he had conducted and is confident that the sport submitted will be far in advance of anything yet attempted.

The Officers of the King's Own Scottish Borderers, who will be in camp adjacent to the racecourse, will be out in force to do a little barracking for their representatives. Sportsmen who have had the pleasure of hearing the "bhoys" when they are all out for one of their supporters are anticipating a rare treat.

See the Telegraph next Wednesday, when I will try and give some useful information as to the chances of a few of the likely winners.

SHAMEEN FOOTBALL.

TWO MORE LEAGUE GAMES.

There have been two further games in the Shameen Football League during the last few days.

On Monday afternoon H.M.S. Tamarula defeated H.M.S. Moorhen by two goals to one. The game was quite even and the Moorhen put up a far better defence than was expected.

On Wednesday afternoon the Shameen Sports Club secured an easy victory over H.M.S. Moorhen by four goals to nil. The Shameen Sports Club had the game well under control during the whole time and H.M.S. Moorhen scarcely got a single opportunity of getting near the Shameen goal.

About a quarter of an hour after the start, Geo. Duncan scored the first goal for Shameen and ten minutes later J. Rodger again netted the ball. Almost immediately afterwards, F. E. W. Lammer scored a splendid goal making the score 3-nil in favour of the Shameen Sports Club at half-time. About half way through the second half, F. E. W. Lammer again made a most spectacular shot into the net, scoring the only goal after half-time and thus making the final score 4-nil in favour of the Shameen Sports Club.

THE HOCKEY CLUB.

TEAMS FOR THE MATCHES NEXT WEEK.

The following will represent the first eleven of the Hongkong Hockey Club in a match with the Navy on the U. S. R. C. ground at 4.45 p.m. on Wednesday.—W. K. Tait, W. Woodward, D. Lvon, A. A. Dand (captain), E. J. R. Mitchell, J. E. Noronha, H. Owen Hughes, G. E. R. Divett, E. D. Lawrence, G. R. Vallack and C. C. Francis.

The second team, to meet the Navy seconds at Kine's Park on Monday at 4.45 p.m., will be: A. G. Howell, J. E. Henry, L. F. Nicholson (captain), L. A. R. Duncan, L. M. S. Lloyd,

CLUB SUBSCRIPTION.

PROPOSED INCREASE REJECTED BY K.C.C. MEMBERS.

A resolution to increase the subscription fees for members of the Kowloon Cricket Club was defeated by a large majority at an extraordinary general meeting which was held at the club pavilion last evening under the chairmanship of Mr. R. E. Lindell, the President.

After reading the minutes of the annual general meeting relative to the calling of the extraordinary meeting, the chairman pointed out that at the least the increase would amount to \$2,400, and at the most \$2,800, which would mean a total increase of about \$7,500 in the Club's revenue for three years.

The cost of erection of a new pavilion would be about \$60,000.

In rising to propose the resolution, Mr. C. J. Teuchi pointed out that the money had to be raised, and said that the very little increase which was contemplated would be justified by the returns the members obtained for their money. If the price of drinks were raised there would be protest from the members.

Mr. A. E. Silksone seconded.

Several members spoke in opposition to the motion, it being pointed out that the proposed increase would possibly result in the membership decreasing, while new members would be few.

A member asked if the loss which would result had been considered. He pointed out that the members who were regular attendants at the club would probably pay their extra subscription, but the increase would give an excuse to members who did not make use of the premises to submit their resignations.

The issue of debentures was suggested, the proposer pointing out that the younger members would then be made to shoulder part of the cost of the new building.

Mr. C. J. Teuchi, Hon. Treasurer, opposed the motion, remarking that they should not increase the cost of living on themselves. He favoured the issue of debentures. He said the Club could be run so that \$1,500 could be saved annually, and with their present reserve the necessary money could be raised.

Another member remarked that the money which would be raised by increasing the subscription was a mere nothing compared with the amount that was necessary.

The resolution was then put to the meeting, and was defeated by a large majority, only three members being in favour.

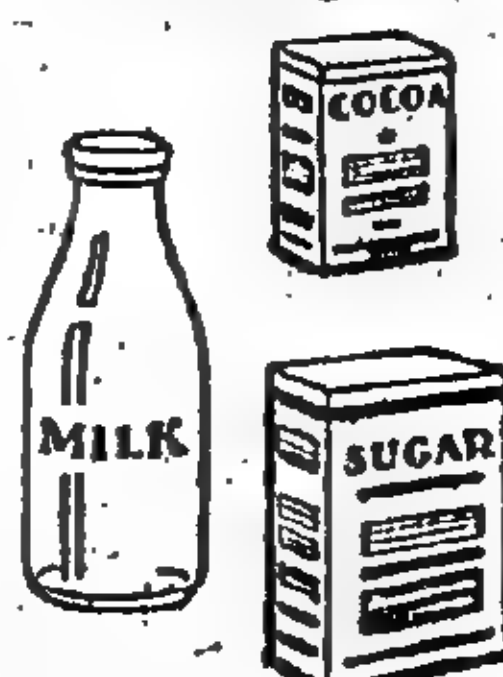
A. R. Botelho, I. W. Shewan, W. A. Nowers, H. V. Parker, T. J. Price and E. C. Fincher.

The "A" team will meet the 3/15 Punjab Regiment at 5 p.m. on the Marina Ground next Friday when the Club team will consist of: R. W. Sanders, E. R. Robinson, G. Rankin, Laender, A. G. Howell, A. J. W. Ashby, F. E. C. Munn (captain), A. A. R. Botelho, H. V. Parker, L. A. C. Calthrop and I. A. Ross.

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ADMIRALTY & BETS.

JUDGE SUGGESTS A QUESTION IN PARLIAMENT.

The Board of Admiralty was mentioned at Westminster County Court recently during the hearing of a case brought by a firm of commission agents.

Mr. Claude Grundy, counsel for the firm, said that the money was owing on betting transactions. The collection was placed in the hands of Mr. Harrison Ford, proprietor of the National Turf Protection Association, a bet collecting association.

Mr. Harrison Ford, it was stated, wrote that after three days steps might be taken to report the defendant to Tattersalls, or they might take other steps to recover.

Judge Tobin—What "other steps?" Does he mean that he is going into a Court of law where he cannot go for a bet?

Mr. Grundy, handing in a paper, said, "Mr. Ford tells me this is one of the things—that he has instructions from the Admiralty that he should report."

Judge Tobin—What! Are the Admiralty assisting the Turf Protection Association? I want to know what the Admiralty are doing, mixing themselves up with bets.

Mr. Grundy said that he only mentioned this, in reply to the question as to "other steps," as an instance that Mr. Ford might report a naval officer being judged a defaulter on the turf.

Judge Tobin—What does the First Lord of the Admiralty do if a man makes a bet and doesn't pay? I should like to have the question asked in the House of Commons. I wonder what the answer would be? Am I to be told that the Government of this country would dismiss a man because

CATS' EYES AS CLOCKS.

CHINESE METHOD OF TELLING THE TIME.

Why, a correspondent asks, do cats dislike ultra-violet rays? He states that his tabby cat had a favourite seat by the window, and deserted it when the old window glass was replaced by a glass that allowed the passage of the ultra-violet rays.

The explanation probably is to be found in the fact that the cat objected to the alteration made in her favourite sleeping place. There is, however, in animal literature a curious parallel.

The explorer La Houle describes how on his travels he came across a shepherd boy and asked him whether it was midday. The boy looked towards the sun, but it was hidden behind clouds. He ran to the nearest courtyard, however, and came back with a cat under his arm. "Look," he said, "it is not the twelfth hour," and, moving back the cat's eyelids, showed that they had not reached their maximum contraction.

The cat, La Houle explains, did not like the ordeal, but was obviously used to it. He adds that, after further trials, he and his friends reposed faith in the infallibility of the test.

Cats in China were especially collected for this purpose, La Houle states. As midday approached their eyes became smaller, reaching the limit of their contraction at midday in the form of a small streak or horn. After midday the pupils opened, until in the middle of the night they became full circles. Every child, he adds, acquired great skill in making use of the cat as a timepiece.

he does not pay what the law says he has not to pay?

Mr. Grundy pointed out that the matter referring to the Admiralty had nothing to do with the case before the Court.

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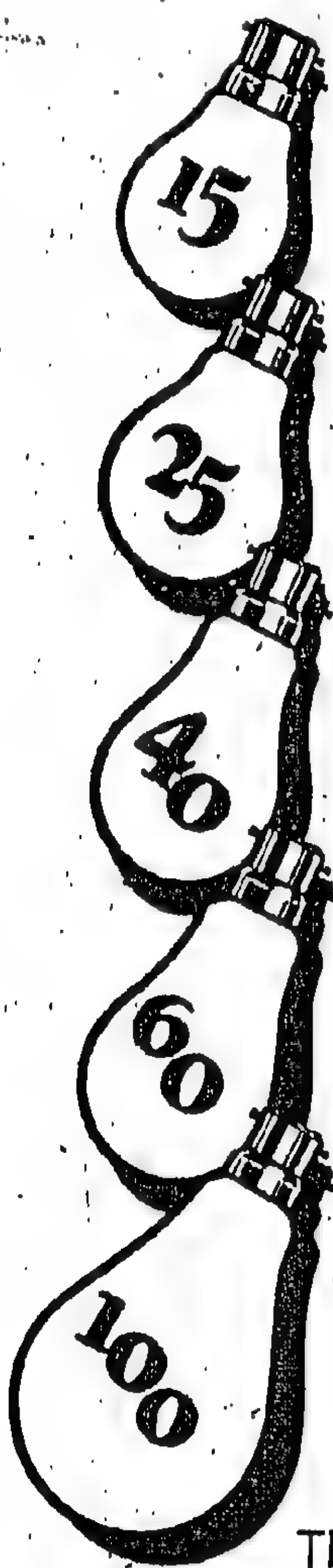
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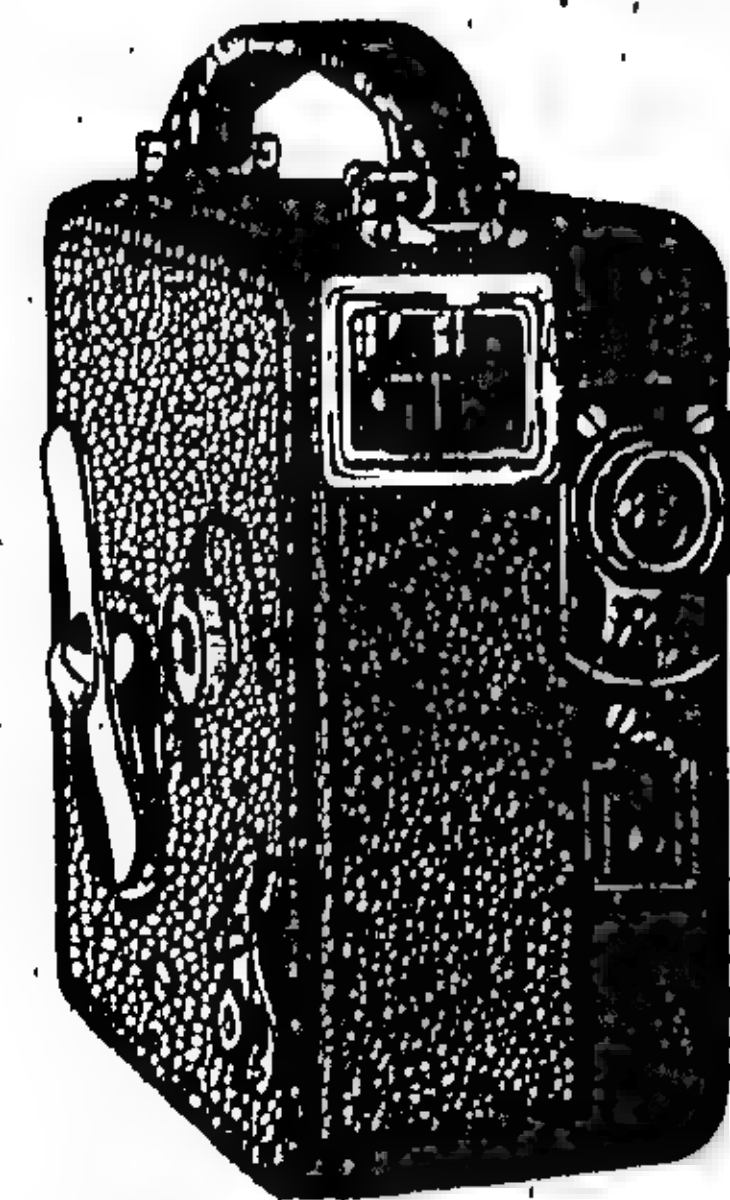
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RUPPRECHT'S WAR DIARY.

NORTH GERMAN'S BAD LEADING.

PRUSSIAN METHODS.

Berlin, Dec. 6.
The war diary of the ex-Crown Prince Rupprecht of Bavaria, published by the Mittler Verlag, Berlin, in three volumes, promises to be a most interesting and important contribution to the history of the Great War.
The 1,500 pages of these bulky volumes are of more particular interest to English readers because the ex-Crown Prince, after commanding the 6th German Army in Flanders at the beginning of the war, soon became the commander of the group of armies which was opposed to the British and remained in this post till Armistice Day.

He began his diary on August 9, 1914, and there is hardly a day on which he has failed to make some note, until on November 11, 1918, he says, laconically: "Signing of the armistice. I lay down my command."

These pages reveal a very able and intelligent military commander who was no mere cypher lifted to high places by virtue of his rank. Again and again he shows a very clear grasp of the tactical and strategic problems confronting his armies. He often records every phase of the day's fighting in the course of the big battle, noting down his hopes and fears and criticism of the progress of events.

Student of the Press.

As he was first and foremost a military man it is only natural that the military events should occupy the lion's share of the diary. But there is a great deal besides. He is extremely well informed as to opinions and feelings prevailing in the enemies' countries and is a close student of the Press. Continual quotations occur from English newspapers as, for instance, the extreme shortage of fish in England in October 1916.

His pages are singularly free from those temperamental outbursts which are so characteristic of the ex-Kaiser, Ludendorff, and others prominent on the German side. He prefers the brief and enigmatic remark, such as on March 23, 1918: "The Wilhelm gun ('Big Bertha') began firing on Paris today. That will hardly do much good."

The growing signs of collapse in the autumn of 1918 and the inevitable abdication of the Kaiser he records with extreme equanimity. Only on November 10, 1918, does he break out apropos Bolshevik displays among the German troops in Brussels: "I am unutterably repelled. For the first time in my life, but now the more thoroughly, am I ashamed to be a German. What must the Belgians think of us and how they must despise us."

Prussian Militarism.

Characteristic of his sense of reality is his note on September 2, 1918: "I learn that a military train in Nuremberg was to be seen with the notice 'Slaughter cattle for Wilhelm and Sons.' Feeling, however, is depressed in North Germany as well as in Bavaria."

The ex-Crown Prince frequently reveals the Bavarian aversion for the North German. In June, 1917, for instance, Mr. Lloyd George had made a speech in Glasgow saying that the war was really against Prussian militarism, and that feeling towards a democratic Germany would be a very different thing. Of this the ex-Crown Prince observes: "Lloyd George's words both are hypocritical and perfidious. That a Prussian militarism exist and often reveals itself in extremely undesirable form I am the last to deny," and the Bavarian only slightly softens the indictment when he adds, "but its influence on policy in peace time was greatly over estimated abroad."

The ex-Crown Prince shows himself a good deal more moderate than many other Germans in high places during the war. He welcomes the institution of a Foreign Affairs Committee of the Reichstag, and wishes the same could be done in Bavaria. In his war aims as revealed in a letter of July, 1917, here published, he advocated the status quo ante.

Bad Leading.

He was strongly opposed to the senseless destruction of villages, which was planned to precede the retreat in February and March, 1917, which "would be extremely detrimental to Germany's reputation abroad," he says. But it was done in his despite.

Similarly in a letter in July, 1917, he very strongly disapproved of the bombing of London. The ex-Crown Prince makes no secret of his opinion that Germany was badly led both before and during the

ELEPHANT SCARE IN TRANSVAAL.

TWO HERDS INVADE DISTRICT.

Johannesburg, Dec. 12.
Uneasiness has been aroused among Northern Transvaal settlers by the news that two herds of elephants have crossed the Limpopo River from Rhodesia and are now wandering in the densely populated farming district sixty miles north-west of Potgieters-rust.

As elephants dislike the scent of man, however, it is considered likely that they will shortly double back and recross the river of their own accord before doing much damage.

Elephants have not been seen in this part of the country for over 60 years, though reported from Rhodesia and elsewhere. Elephants have lately been showing a disturbing tendency to return to their ancient haunts, from which they were driven by civilisation.

The Range of Padukuta was recently involved in a collision between two motor-cars at The Burroughs, Hendon, but was not hurt.

war. "For all the services of the North," he says (observe the Bavarian again), "it cannot be denied that under its leadership Germany has suffered the severest political catastrophe in its history."

"How different it would have been if we had had the right men in the right place. Appreciation of this defect was the sole reason why, in the last years of peace, I was always in favour of avoiding war." The ex-Crown Prince was (thus not exactly a pacifist either!

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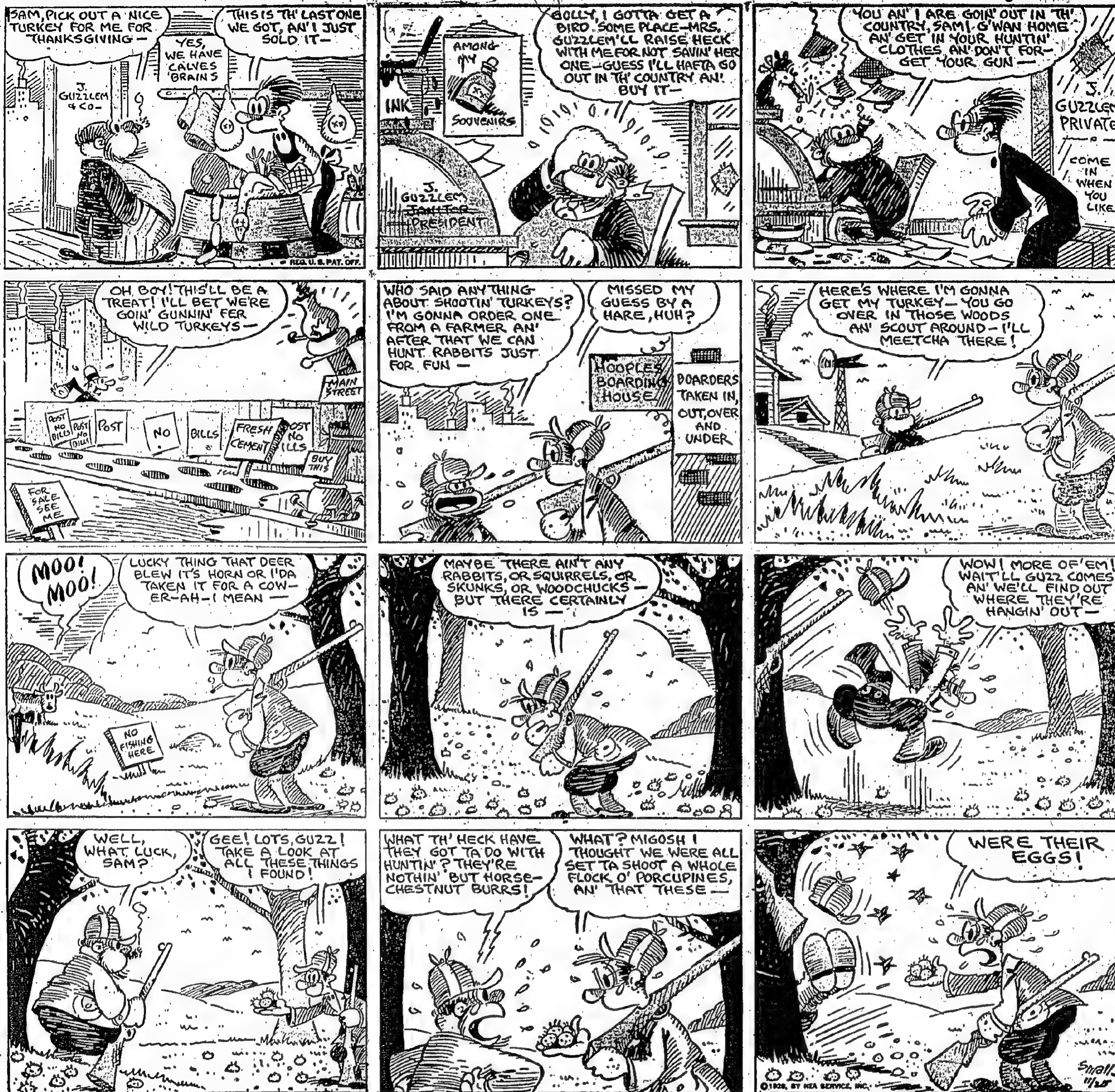
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AMERICAN EXPLORERS

PARTY HEADED BY PRESIDENT COOLIDGE'S NEPHEW.

A party of explorers headed by Mr. H. J. Coolidge, nephew of the President of the United States, and comprising three other members, Dr. J. Van Tine, Dr. R. W. Hendee and Dr. R. E. Wheeler, arrived here by a.s. Empress of France on Wednesday from the United States and will depart by the Song Bo to-day to venture into the unexplored regions of Indo-China.

It is learned that the party is acting on behalf of the Field Museum of Natural History of Chicago and it is hoped to collect specimens of flora and fauna hitherto unknown. The various members comprising the expedition are professors of ornithology, geology, botany and archaeology and on their expedition to the borders of Indo-China and Yunnan much that is of value may be found.

So far as can be ascertained, the expedition will be engaged for about a year, but towards the latter end of their trek it is scheduled that they will join the Roosevelt expedition which is making a cross-country trip, landing at some point further west, having journeyed to the Orient via Suez.

The party were engaged yesterday in choosing equipment in the local stores. Dr. Van Tine, who must be nearly seven feet in height, attracted a great deal of attention. In conversation with the travellers, it was not possible to gain further information than that they hoped to obtain ornithological and botanical specimens. They might be lucky in striking territories that were virgin, but nothing definite had been planned in this direction. The route had been laid out and it would be followed according to plan.

Contrary to the prevailing conception of American travellers, the explorers have nothing to say beyond this. They are on a job, and as scientists they are satisfied that the attainment of their objective is sufficient advertisement.

The Roosevelt party is proceeding along different lines. They will shoot and trap, while the Coolidge party will be more studious. The data collected by both parties will later be co-related and a report laid before the authorities which are financing the expeditions.

CARS COLLIDE.

ESSEX AND AUSTIN SEVEN INVOLVED.

A motor collision occurred at the Causeway Bay tram terminus yesterday evening, which resulted in slight damage to both cars involved, but no personal injuries. An Essex car, No. 2005 was being driven along Caroline Hill Road in the direction of the Jockey Club stables while an Austin Seven, driven by a Chinese lady, was travelling in the opposite direction. As the Essex car turned towards Sookunpoo the collision occurred, the bonnet of the Austin hitting the front of wheel of the Essex.

The front wheels of the Austin were damaged, one being put out of alignment, while the mudguard of the Essex was bent and the wheel lock nut damaged.

ORIENTAL TOUR.

NOTED SCHOLAR CONDUCTING SIGHT-SEEING TRIP.

An Oriental cruise, conducted by Dr. Herbert H. Gowen of the University of Washington left Seattle by the President Cleveland on January 12 and is due to arrive here on February 25, by the President Jackson, according to latest advices.

The countries covered by the cruise are to be Japan, Korea, Manchuria, China and the Philippines, with a stop-over in Hongkong from February 25 to March 2, on which latter day the tourists will proceed to Manila by the President Taft. During the stay, trips will be made to Macao and Canton and motor car tours to all local points of interest will be arranged.

Dr. Gowen, who is stated to be America's foremost Asiatic authority is Professor of Oriental Studies at the University of Washington, President of the Japan Society and Member of the Board of Trustees of the China Club of Seattle. He is a prominent Member, also, of the American Group of the Institute of Pacific Relations and the Institute of International Relations.

He occupies a high international position as a Lecturer Upon Oriental Art, History, Culture and Customs, and is the well known author of "Asia, A Short History," "Outline History of Japan," and numerous other books and magazine articles upon Far Eastern topics.

Under such highly capable leadership, based primarily upon years of residence and study in the Orient, those who accompany this cruise will come to understand the countries of Japan, China and the Philippines in a manner and a shortness of time which would be impossible under any other leadership or any other circumstances.

The cost of the tour, which has been arranged by co-operation between the American Mail Line and the American Express Company is \$6,1350 per person.

SHANGHAI STRIKE
FEVER.

THREAT BY CUSTOMS EMPLOYEES.

Shanghai, Jan. 11.

Twenty-three Chinese employees of the Maritime Customs at a meeting last evening decided to send a letter to the Inspector General demanding a satisfactory answer to fifteen demands they alleged were submitted to Mr. A. H. F. Edwards on December 19, otherwise they threaten to strike on January 14. Mr. F. W. Maze is considering the demands.

The present strikes in Shanghai include 2,400 employees of foreign tailoring establishments and 945 employees of the Sun Sun Company, while 2,000 employees of the Pootung factory of Nanyang Brothers were locked out on January 1, but refuse to evacuate the factory although Nanyang Brothers have offered to pay them three months wages in lieu of notice.—*Reuter.*

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The Steamship "CITY OF BEDFORD" having arrived, Consignees of Cargo by her are informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 15th January, 1929, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before 22nd January, 1929, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and noon, within the Free Storage period of One Week.

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The Steamship "OUDEKERK" having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of the China Provident Loan & Mortgage Co. Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 15th January, 1929, will be subject to rent. All broken, chafed and damaged packages are to be left in the godowns, where they will be examined on the 15th January, 1929, at 10 a.m. by Messrs. Goddard & Douglas, Hongkong.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised. No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by JAVA-CHINA-JAPAN LIJN, General Agents.

RADIO BROADCAST.

THE LOCAL PROGRAMME FOR TO-DAY.

Broadcast by G. O. W. on 300 Metres.

1.48 Weather report.

5.30-6.30 p.m. Demonstration Programme.

7.48 p.m. Evening Weather Report.

8 p.m.-10.30 p.m. Evening Programme (Columbia Records).

"Show Boat."

Selection, Drury Lane Orchestra.

8.10 Dance music.

8.40 Mr. Potter visits Southend.

G. Potter, entertainer.

Dance music.

9 p.m. "My inspiration is you."

Squire Octet.

"A kiss before the dawn."

Squire Octet.

Dance music.

9.35 "My old Kentucky Home."

The Century Quartette.

"Carry me back to Old Virginia."

The Century Quartette.

Dance music.

10 p.m. News Bulletin.

Dance music.

God Save The King.

10.30 p.m. Close Down.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED-KINGDOM & CONTINENT ... ELLERMAN LINE

"CITY OF MADRAS" ... London, Rotterdam, Amsterdam & Hamburg ... 9th Feb.

* Passenger Steamer. Fare to London: 1st Class £80; 2nd Class £55.

NEW YORK, BOSTON & BALTIMORE ... AMERICAN & MANCHURIAN LINE

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON & NEW YORK ... AMERICAN & ORIENTAL LINE

"ELMBANK" ... via Suez Canal ... 15th February

MAURITIUS & SOUTH AFRICA ... ORIENTAL AFRICAN LINE

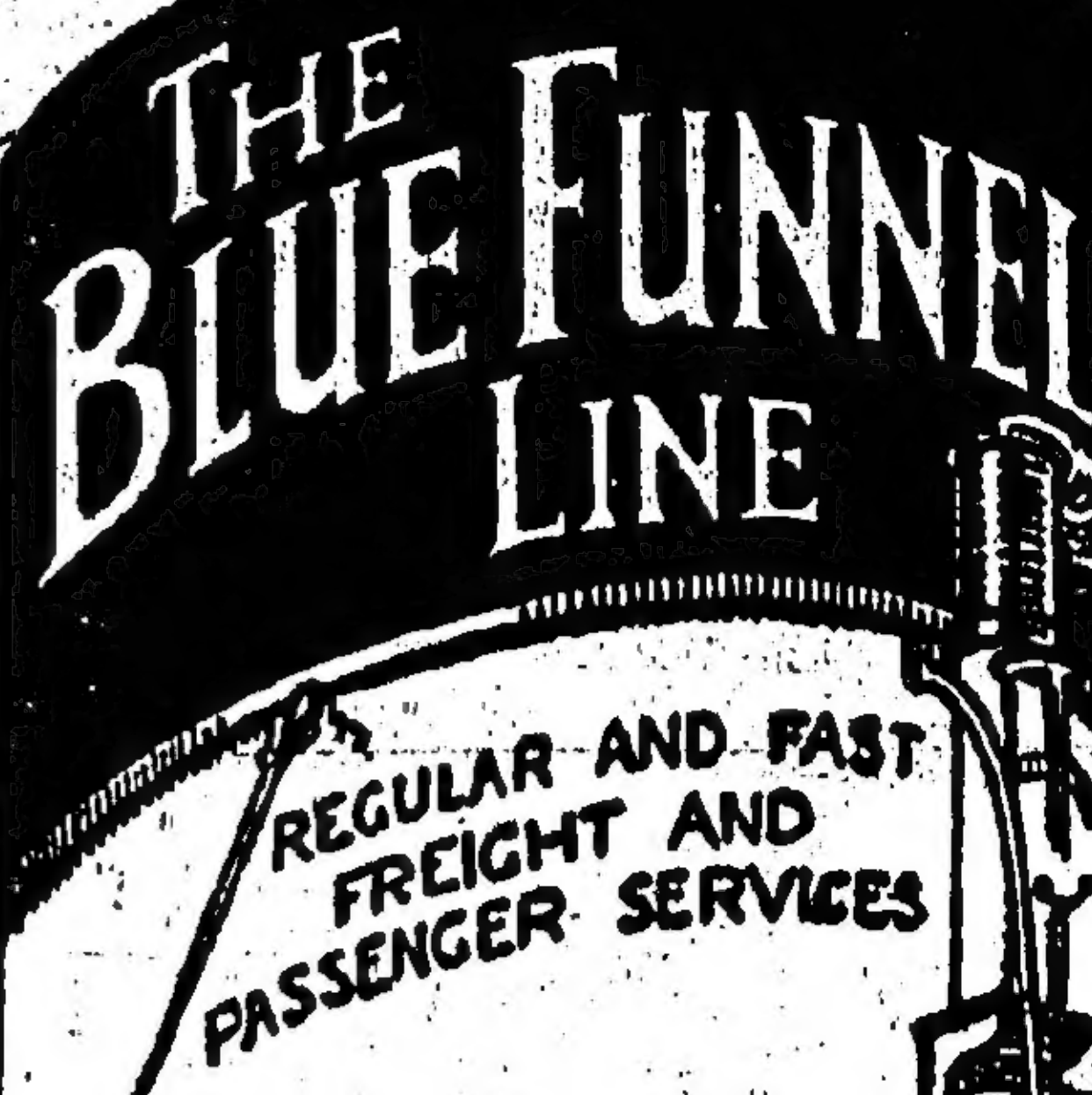
Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay, (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelle, Mozambique, Ohinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Ladaria Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply—

Telephone Central 4701.

THE BANK LINE, Ltd.



LONDON SERVICE

"ARNEAS" 22nd Jan. M'les, L'don, R'dam & Glasgow
"PHILOTTETES" 5th Feb. M'les, London, R'dam & H'burg
"SARPEDON" 20th Feb. M'les, London, R'dam & G'gow

LIVERPOOL SERVICE

"TYDEUS" 20th Jan. Genoa, Havre, Liverpool & G'gow
"BELLEROPHON" 20th Feb. Genoa, Havre, Liverpool & G'gow

PACIFIC SERVICE

via Kobe & Yokohama

"TALHYBIUS" 24th Jan. Victoria, Vancouver & Seattle
"IXION" 14th Feb. Victoria, Vancouver & Seattle

NEW YORK SERVICE

"BUMABUS" 12th Jan. New York, Boston & Baltimore
"AUTOLYOUS" 8th Feb. New York, Boston & Baltimore

INWARD SERVICE

"NINGHOW" 15th Jan. Shanghai, Moji, Kobe & Yok.
"AUTOMEDON" 18th Jan. Shanghai, Moji, Kobe & Yok.

PASSENGER SERVICE

"ARNEAS" 22nd Jan. Singapore, Marseilles & London
"SARPEDON" 20th Feb. Singapore, Marseilles & London

* Sails at Daylight.
Also cargo steamers with limited passenger accommodation at special reduced fares.

For freight, passage rates and information apply to:—

BUTTERFIELD & SWIRE.

Agents.



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To San Francisco and Los Angeles To Seattle and Victoria

The Sunshine Belt via Honolulu The Short, Straight Route to America

Fortnightly sailings on Tuesdays Fortnightly sailings on Tuesdays

Pres. McKinley Tues., Jan. 15, Noon Pres. Jefferson ... Tues., Jan. 22nd

Pres. Grant ... Tues., Jan. 29th Pres. Lincoln ... Tues., Feb. 5th

Pres. Cleveland ... Tues., Feb. 12th Pres. Madison ... Tues., Feb. 19th

Pres. Pierce ... Tues., Feb. 26th Pres. Jackson ... Tues., Mar. 5th

£120, £112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

Europe and New York Direct

ROUND THE WORLD

Fortnightly sailings on Sunday via Manila, Straits, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. V. Buren Sun., Jan. 14, 6 a.m. Pres. Adams ... Sun., Feb. 24, 8 a.m.

Pres. Hayes Sun., Jan. 27, 8 a.m. Pres. Garfield Sun., Mar. 10, 8 a.m.

Pres. Polk ... Sun., Feb. 10, 8 a.m. Pres. Harrison Sun., Mar. 24, 8 a.m.

To Manila

Pres. V. Buren Jan. 13th, 8 a.m. Pres. Hayes ... Jan. 27th, 8 a.m.

Pres. Jefferson Jan. 16th, 6 p.m. Pres. Lincoln ... Jan. 29th, 6 p.m.

Pres. Grant ... Jan. 19th, 5 p.m. Pres. Cleveland Feb. 2nd, 6 p.m.

For Bookings, Passenger and Freight Information, apply to 12, Pedder Street, (opposite Hongkong Hotel) Telephones Central 2477, 2478 & 795. Cab's Address "Dollar."

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and
Dollar Steamship Line

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"Changte" & "Taiping."

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS.

Via MANILA, AND THURSDAY ISLAND

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.

Excellent & Most Up-to-date First & Second Class Passengers Accommodation

HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUE HONGKONG	DUE TO HAIL
CHANGTE	8th February	15th February
TAIPING	8th March	15th March
CHANGTE	9th April	16th April
*TAIPING		

*Calls at Hilo.

For Freight & Passage, apply to—BUTTERFIELD & SWIRE, Agents.

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SHIP REPAIRERS.
BOILER MAKERS.
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ELECTRIC WELDERS.
MECHANICAL AND
ELECTRICAL
ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

—DRY DOCK—

LENGTH 787 FEET.
LENGTH ON BLOCKS 750 FEET
DEPTH ON CENTRE OF
SILL (H. W.O.S.T.) 34 FT. 6 IN.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP
TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF
LIFTING 100 TONS AT 70 FEET RADIUS.

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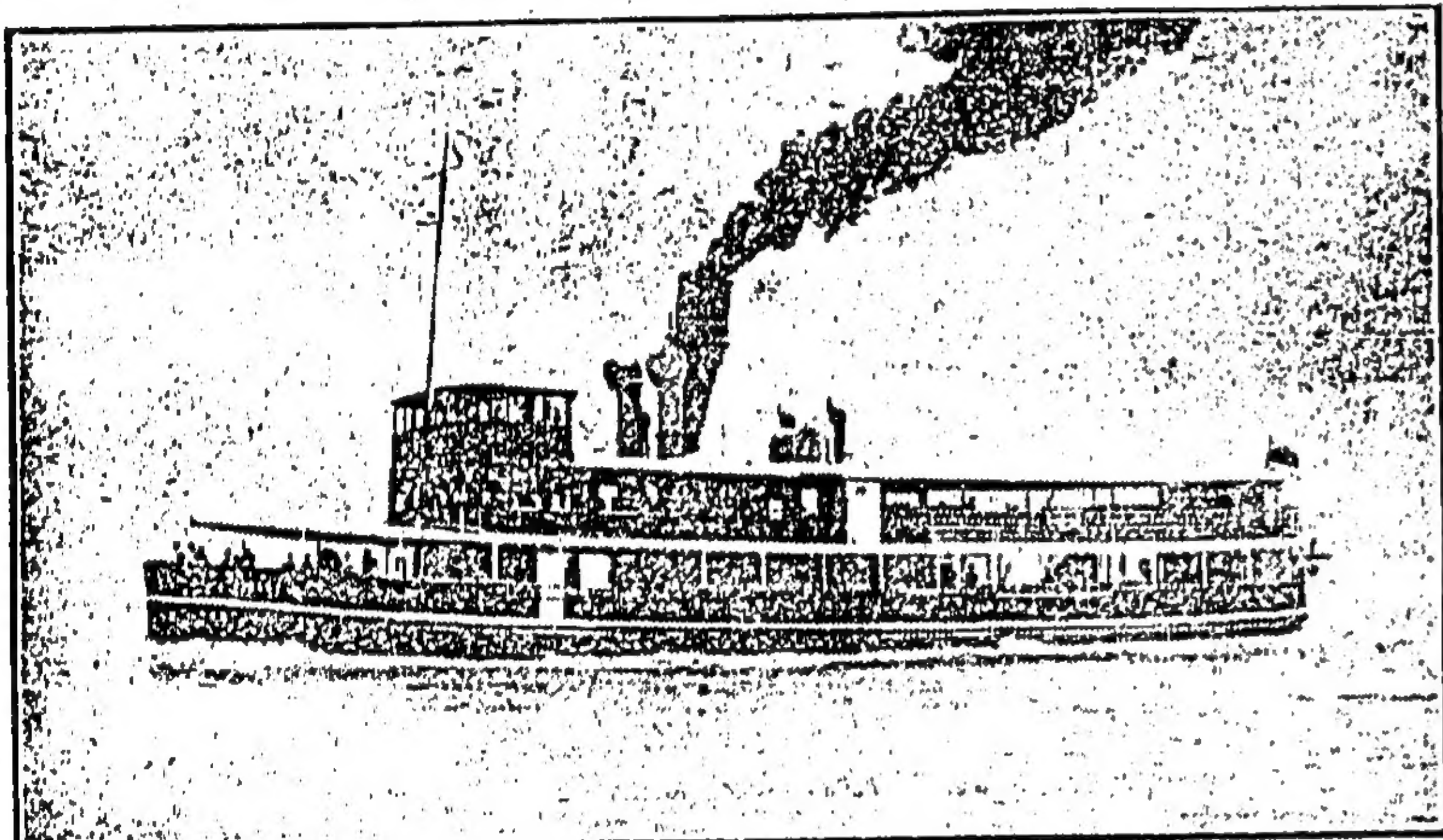
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R. M. DYER, B. Sc., M.I.N.A., Kowloon Dock, Hongkong.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamers.	Sailings.
TO TSINGTAU via SWATOW & SHANGHAI	Kwaisang Chaksang Kookshing Hopsang	Sun. 13th Jan at 7 a.m. Wed. 16th Jan at 7 a.m. Sun. 20th Jan at 7 a.m. Wed. 23rd Jan at 7 a.m.
TO OSAKA via AMOY, SHANGHAI, MOJI & KOBE	Kookshing	Satur. 12th Jan at noon
TO OSAKA via MOJI & KOBE	Yuensang	Satur. 19th Jan at 7 a.m.
TO STRAITS & CALCUTTA	Kulsang Suisang	Sun. 13th Jan at 1 p.m. Satur. 20th Jan at 3 p.m.
TO SANDAKAN	Mausang Hinsang	Sun. 13th Jan at 10 a.m. Satur. 19th Jan at 3 p.m.
TO CANTON	Fooshing	Mon. 14th Jan at 9 p.m.
TO TIENTSIN	Cheongshing	Tues. 15th Jan at 3 p.m.

For freight or passage apply to:—

JARDINE, MATHESON & CO., LTD.

Telephone 215. Central

General Managers

GLEN LINE.

Fare Hongkong to London £82.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship "GLENSHANE" (Via Oran)	6th Feb
Steamship "CARDIGANSHIRE" (Via Oran)	6th Mar.
Motor Vessel "GLENGARRY" (Via Oran)	3rd Apr.
Motor Vessel "GLENSHIEL" (Via Oran)	1st May.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "CARDIGANSHIRE"	23rd Jan.
Motor Vessel "GLENAMOIY"	11th Feb.
Motor Vessel "GLENGARRY"	18th Feb.
Motor Vessel "GLENAPP"	4th Mar.

For freight, passage and further particulars, apply to:

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

FRENCH RECEPTION.

ADMIRAL ENTERTAINED BY THE CONSUL.

A large number of prominent residents, representative of the different communities of the Colony, yesterday afternoon met Rear-Admiral Stoltz and his officers at a reception and social held at the residence of the French Consul, at which M. and Mme Dufauré de la Prade presided.

The Band of the Jules Michelet, Rear-Admiral Stoltz's flagship, played suitable selections, and provided the music for dancing.

Amongst those invited were His Excellency Major General C.C. Luard, Mrs. Luard and Miss Luard, Hon. Mr. W. T. Southern and Mrs. Southern, Lt. Col. L. J. Comyn and Mrs. Comyn, Commodore R.A.S. Hill and Secretary, Sir Robert and Lady Ho Tung, Hon. Sir Shouson Chow and Lady Chow, Hon. Sir Joseph Kemp, Hon. Mr. H. T. Creasy and Mrs. Creasy, Hon. Mr. E.D.C. Wolfe and Mrs. Wolfe, Hon. Mr. A. C. Hynes and Mrs. Hynes, Hon. Dr. R. H. Kotewall and Mrs. Kotewall, Mr. W. W. Hornell, Major D. W. Beamish, R.A.M.C., Senhora de Covaia Albuquerque e Castro and Senhora de Covaia Albuquerque e Castro, Mr. and Mrs. H.R.B. Hancock and Miss Hancock, Mr. and Mrs. A. W. Hayward, Mr. and Mrs. R. O. Sutherland, Mr. and Mrs. R. Sanger, Mr. and Mrs. Wyatt, Mr. and Mrs. H.B.L. Dowbiggin, Mr. and Mrs. Bethick, Mr. and Mrs. A. Hargreaves Browne, Mr. and Mrs. R.M. Dyer, Mr. and Mrs. G. R. Sayer, Mr. and Mrs. E. Grossman, M. and Mme. Van Wylick, M. and Mme. Bolius, Mr. and Mrs. E. V. Jensen.

Rear-Admiral Stoltz was present in addition to his A.D.C., Commander de Badens, Flag-Captain Devin and Captain Charneau-Lamotte, commanding the Jules Ferry. Members of the French community who attended the reception included the Manager of the Banque de l'Indo-Chine and Mme. Lecot, the Manager of the Banque Franco-Chinoise and Mme. Bernis, the Agent of the Messageries Maritimes and Mme. Ledos, M. and Mme. Cuvillier, M. and Mme. M.J.B. Montargis, M. and Mme. Le Maître, M. and Mme. Bonenfant, M. and Mme. Champeaux, M. Kahn and others.

The 1st. Battalion Somerset Light Infantry arrived in Hongkong yesterday to relieve the 1st. Battalion Queen's Royal Regiment. With the arrival of the Somersets there are again four battalions of troops in the Colony, namely the King's Own Scottish Borderers, the Beds. and Herts, the Queen's and the Somersets.

The Queen's are due to leave Hongkong on March 2 by the transport Dorsetshire for Malta.

In the meantime the Beds. and Herts. will also have left Hongkong, this regiment being due to sail on the transport Somerseshire on February 27 for Bombay.

The 1st. Battalion of the Somerset Light Infantry has come from Egypt, the men being accompanied by their families. They arrived about two o'clock yesterday afternoon, the City of Marseilles going alongside Kowloon wharf to facilitate disembarkation. The transport was tied up by 2.30, disembarkation commencing almost immediately. First to leave the transport were units for the Royal Air Force at Kai Tak.

In Shamshuipo Camp.

Equipment was transferred to the camp at Shamshuipo by motor trucks, the Somersets marching to their new headquarters headed by the band of the Queen's Royal Regiment. The battalion has been brought up to strength by a draft direct from England, the main body joining the battalion at Suva on December 18. The men were in good spirits when they arrived yesterday and reported an excellent trip from Egypt.

The City of Marseilles will probably leave Hongkong to-day for Shanghai where she will embark the 2nd Battalion Scots Guard who are to proceed to England.

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A Fine Record.

The Somerset Regiment is the old 13th Foot. In addition to the 1st and 2nd Battalions there is a 3rd Battalion (Militia) and two territorial battalions.

The Regiment has a fine record dating back over 200 years, its battle honours including "Gibraltar, 1704-5," "Dettingen," "Martinoque, 1809," "Ava," "Ghuznee, 1838," "Afghanistan, 1839," "Cabool, 1842," "Sevastopol," "South Africa 1899-1902," and "Afghanistan."

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Channel Collision.

GERMAN AND SWEDISH VESSELS IN MISHAP.

London, Jan. 11.

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Rockets were fired and the Dover tugs Lady Brassey and Lady Duncannon went to the vessels' assistance, while the Walmer lifeboat was also launched.

The Dione was badly holed amidships, and an hour later was grounded in Saint Margaret's Bay, the tugs meanwhile standing by. Efforts to repair the damage and refloat the ship are being made.

The Osmed, with her bows dented, was able to proceed.—British Wire.

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P. & O. BRITISH-INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

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Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.

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S. S.	Tons	From Hongkong (about)	Destination
*KALYAN	9,144	19 Jan. noon	Marseilles, L'don & Hull
*ALIPORE	5,273	24th Jan. Straits, Colombo & B'way	
MOREA	10,953	2nd Feb. Bombay, M'los & London	
*Calle Casa Blanca.		*Cargo only	

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrene, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

SINDHANA	7,745	16 Jan. 2.30 p.m.	S'pore, Penang & Calcutta
SANTHIA	7,754	29th Jan.	S'pore, Penang & Calcutta
TILAWA	10,006	7th Feb.	S'pore, Penang & Calcutta

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	1st Feb. 1929	Manila, Sandakan, Thure
TANDA	6,656	1st Mar.	Island, Townsville, B'bane
ST. ALBANS	4,500	30th Mar.	Sydney and Melbourne

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.
The P. & O. S. S. Co., Ltd. steamers will also call at Shanghai, Hioh, Kobe, Kure, Yokohama, Tawau, Timor, Darwin, or other ports en route as indicated on offers.

Frequent connections from Australia with the following:—
The Union S. S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

TILAWA	10,006	15th Jan.	Amoy, S'hai, Moji, Kobe & Osaka
KASHGAR	9,005	18th Jan.	S'hai, Moji, Kobe & Yokohama
*PADUA	5,907	24th Jan.	S'hai, Moji, Kobe & Yokohama

*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

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P. & O. Bldg., Connaught Rd., C. Agents.

N.Y.K. LINE

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4120, 4112, 4110, 4102, 4093 via SAN FRANCISCO

6440, 6430 via JAPAN & SEATTLE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

Tonyo Maru Wednesday, 23rd Jan

Korea Maru Wednesday, 6th Feb

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via

Singapore, Penang, Colombo & Suva.

Atsuta Maru Saturday, 12th Jan.

Kashima Maru Saturday, 26th Jan.

Hakone Maru Saturday 9th Feb.

SYDNEY & MELBOURNE via Manila & Ports.

Aki Maru Wednesday 23rd Jan.

Mishima Maru Wednesday, 20th Feb

BOMBAY via Singapore, Penang & Colombo.

Awa Maru Saturday, 12th Jan

Hakodate Maru Monday, 28th Jan.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu,

Los Angeles, Mexico & Panama

Anyo Maru Friday, 1st Feb

SOUTH AMERICA (EAST COAST) via Singapore,

Capetown & Ports.

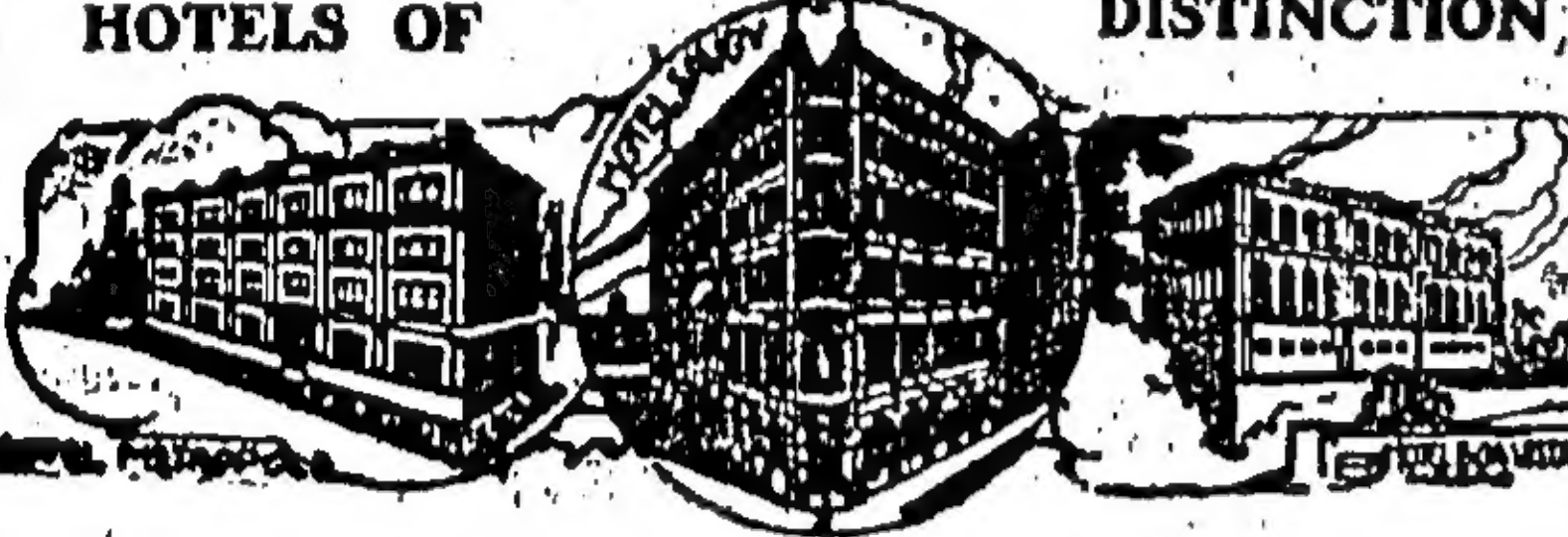
Bingb Maru Monday, 28th Jan

NEW YORK via PANAMA.

Tatsuno Maru Sunday, 27th Jan.

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Bar and three Billiard Tables; two in New Billiard Saloon.
Moderate Terms: families specially catered for.
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Hot and Cold Running Water. Modern Sanitary System.
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and Luxuries of Modern Hotel
Construction
THE HOTEL RIVIERA,
MACAU.
Cable Address: "RIVIERA, MACAU."

EUROPEAN TRIPLE TRAGEDY.
GRAPHIC STORY FROM
RANGOON.
SINKING OF TUG IN GULF OF
MARTABAN.
CURIOUS FEATURES.

The death in tragic circumstances of three Europeans, two of whom lost their lives in the sinking of a large tug in the Gulf of Martaban, forms the feature of a graphic story contained in Rangoon papers to hand.

The most extraordinary fact concerning the loss of the tug is that the entire Asiatic crew were rescued, one after spending nine hours in shark-infested waters, while the only Europeans on board were drowned, or were devoured by sharks.

The third tragedy occurred in the Rangoon River, and is connected with the greater disaster in a rather curious way. Captain Charles Richard Goad, R.I.M., the Principal Port Officer of Burma, was drowned when returning from the s.s. Lady Craddock which was lying in mid-stream.

Knocked Senseless.

Captain Goad was stepping from a sloop when he missed his footing and fell into the swirling waters. He was never seen again, and it is believed that he was rendered senseless by striking his head against an iron pole in falling.

Prognosis is given to the end occurrence by the fact that Captain Goad had visited the s.s. Lady Craddock with orders for her to proceed to the Gulf of Martaban in search of two European officers, missing from the foundered tug "Ngalsien" which went down on her way from Moulmein to Rangoon.

From information gathered from the survivors, fourteen of whom were picked up by the s.s. Aronda and taken to Calcutta, and the fifteenth (all Asiatics) by s.s. Shwedagon, taken to Rangoon, it appears that the tug had experienced fine weather on her trip until the fatal day.

Sank in Ten Minutes.

At eleven o'clock in the morning a strong breeze sprang up, developing into a gale. The tug was taken out of her course and probably struck a submerged rock. The lucas say that the vessel sprang a leak, and with waves washing her decks, she sank in ten minutes.

The Asiatics took to the boats, but the Europeans, Mr. W. T. Torrington, acting skipper, and Mr. R. Phillips, the Chief Engineer, were too late, the boat sinking under them.

The personal servant of Mr. Phillips was also unable to get into the boat, but after nine hours in the water, he was picked up by the s.s. Shwedagon.

This boy was closely examined by the authorities, but his statement has not been made public.

Graphic Story.

A graphic story was told by Abdullah Meah, the sprang of the Ngalsien on the arrival of the Aronda at Calcutta.

He said that a latter gave the alarm that the vessel had sprung a leak and that the water was pouring in rapidly. He informed the two Sahibs and under their direction told off several men to work the pumps. But it was a hopeless task, for the pumps could not cope with the rush of water. In less than ten minutes the engine room was flooded and we knew the vessel was doomed. Fourteen of us then took to the lifeboat and called out to the two Sahibs and the Chief Engineer's Indian boy to come in with us. But as we waited the vessel heeled over and went down, and we never saw either the Sahibs or the Engineer's boy again. We waited in the vicinity for a while and then rowed away in the hope that we would be picked up by a passing vessel. We turned our ear into a mast and hung a piece of red cloth on the top of it. We drifted for a while and it seemed as if we were doomed.

Hope was kindled when we saw a vessel in the distance. But the vessel stopped for a while and then passed on, evidently mistaking us for a fishing boat.

Two hours later we were picked up by the "Aronda."

Servant's Statements.

Latest information, derived from the personal servant's story, is to the effect that Mr. Torrington and Mr. Phillips ordered the crew to man the boat and get the lifebelts out. The crew lowered the boat into the sea and got into it. They did not wait for either of the Europeans who having life-belts on jumped into the sea. Arikaswamy, the servant, who did not have a life-belt and also could not find a place in the crew's boat had the presence of mind to throw overboard a log. He next chambered to this log and joined Mr. Torrington and Mr. Phillips. The three were together for fifteen minutes before finally

MONDAY'S "WATERSPOUT."



A striking picture of the huge column of water which shot up into the air in Des Voeux Road Central, owing to the choking of the valves of a fire hydrant, on Monday morning.

BRITISH TRADE IN 1928.
FIGURES REVEAL A SLIGHT IMPROVEMENT.
ARTIFICIAL SILK.

London, Jan. 11.

The complete provisional figures of British trade during 1928, issued by the Board of Trade, show a slight improvement on the previous year.

The adverse balance of imports over all exports is £350,000,000. The figure for 1927 was £286,000,000, and for 1926 it was £462,000,000.

The actual total of imports in 1928 was £1,196,000,000, while exports amounted to £723,000,000 and re-exports to £120,000,000.

The greater part of the difference between exports and imports is, of course, balanced by what are termed invisible exports, the chief elements in the calculation of which are earnings of British shipping and interest on investments abroad.

There was a notable increase in the exports of artificial silk, the value of which rose to £1,725,000. Among the exports which show decreases are coal (£6,500,000), iron and steel (£2,500,000) and cotton goods (£3,500,000).—*British Wireless.*

PARACELS GUANO DEPOSITS.
COMPANY IS REFUSED EXPLOITATION.

The Paracels, which are not only rich in minerals but also in guano, were decided long ago by the Political Branch Council to be controlled by the Sun Yat Sen University so as to exploit the products.

Recently, the authorities of the University was requested by a certain company to be allowed to exploit the guano. The company promised to pay thirty per cent. of all earnings to the University. The University authorities were also requested to despatch a supervisor to watch the exploitation of the islands should the request be granted. A set of regulations was also framed and submitted to the University for consideration.

The request was refused, however, and the agricultural department of the University is going ahead with preparations for the gathering of the guano.—*Canton Gazette.*

drifting apart. The last Arikaswamy saw of the Europeans was their heads bobbing up and down through the motion of the waves.

The ship, Arikaswamy is reported to have stated, went down stern first and disappeared in the twinkling of an eye.

Arikaswamy drifted for over nine hours. He was in the last stage of exhaustion when he was picked up. He received very kindly treatment at the hands of the Captain and the crew of the Shwedagon and was brought to Rangoon.

The usual marine enquiry will be held on the arrival of the crew from Calcutta.

Organist of All Saint's Church, Putney, for more than 50 years, Mr. Harry Dancy has died.

COLONY'S FINANCE FIGURES.
A SLIGHT DECREASE IN THE CREDIT BALANCE
SEPTEMBER RETURNS.

Financial returns up to the end of September show that the Colony's credit balance was \$5,433,025, compared with \$6,498,807 at the end of August.

The revenue for the month was \$1,607,671, as against \$1,534,386 for the same month in 1927; whilst the respective expenditure figures were \$1,618,453 and \$1,425,053.

The total income for the period from January to September inclusive was \$17,040,475, compared with \$15,189,789 for the corresponding period in 1927. The estimate of revenue for the whole year is \$20,103,390.

The nine months' expenditure totalled \$14,533,212, as against \$13,885,562 in 1927. The estimate for the whole year's expenditure is \$22,183,045.

MINING DISTRESS FUND.
NEED FOR MUCH MORE MONEY.

London, Jan. 11.

The Lord Mayor told a meeting of Mayors at the Mansion House that despite the remarkable response to the appeals on behalf of the Coalfields Distress Relief Fund, which at present totals £435,000, including contributions from the Dominions and America, the magnitude of the distress necessitates a much larger total than the Fund has yet reached.

He added that the constitution of the Fund would be revised, in view of the national character which it has assumed.—*Reuter.*

NICARAGUA POLITICS.
FORMER REBEL LEADER AS MINISTER.

Managua, Jan. 11.

Doctor Juan Sacasa, whose revolt against the Diaz Government resulted in the landing of American Marines, has been appointed Nicaraguan Minister to Washington.—*Reuter's American Service.*

EXCHANGE RATES.


London, Jan. 11.

Paris	124.09 1/2
New York	4.85 1/16
Brussels	34.80 1/2
Geneva	25.20 1/2
Amsterdam	12.00 1/2
Milan	92.68 1/2
Berlin	20.40 1/2
Stockholm	18.14
Copenhagen	18.18 1/2
Oslo	18.19 1/2
Vienna	34.48 1/2
Prague	1.60 1/2
Helsingfors	1.92 1/2
Madrid	20.71 1/2
Lisbon	110 1/2
Athens	376
Bucharest	808
Rio	5.29 3/32
Buenos Aires	47 1/2
Bombay	1/16 1/32
Shanghai	2/7
Hongkong	2/10
Yokohama	1/10 1/16
Silver (spot)	20 1/2
Silver (forward)	20 1/2 7/16

—*British Wireless.*

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PHYLLIS HAVER, DONALD KEITH.
THE WAY OF ALL FLESH
THE screen's greatest emotional actor in a powerful, gripping story of a man who thought he was a tower of strength, but who really was the weakest of mankind!
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PROF. OTTO HARTRATH AND HIS "SINGING SAW"
AT THE **QUEEN'S** FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20

HERE HE IS AGAIN!
The handsome dashing hero of many delightful films in a splendid action comedy.
REGINALD DENNY
PRESENTED BY CARL LAEMMLE

"ON YOUR TOES"
A UNIVERSAL PICTURE
Laughter, thrills and love in the comedy of a young dancing master who didn't know his father had been world champion but eventually found himself in the ring fighting to win the girl of his heart!
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At 5.15 & 9.20 Only.
2.30 & 7.15—Chinese Picture, "THE FOUR EMANCIPATORS."

A GREAT, SUPER COMEDY!

Containing all the thrills of filmdom's thrilldom and just as many laughs!
THE PRINCE OF SKYLARKERS—
Harold Lloyd
Safety Last
AT THE **STAR** FINAL SHOWINGS TO-DAY
At 5.15 & 9.20.
CHILDREN'S MATINEE, TO-DAY At 2.30 p.m.
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